MASON'S
O.K. SAUCE
The Cold Meat Specialite
[56

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

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When you go home at night how often has she said to you "How tired your eyes look!" Yes! But it is entirely due to the strain of the day's work. Make them fresh and bright by wearing
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Prescriptions accurately filled.

No. 19,094. 第一萬九千零九十四號 已未年七月十三日 HONGKONG FRIDAY, AUGUST 8TH, 1919. 五拜禮 中華民國捌年八月八號 PRICE, $3 PER MONTH.

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PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

Week Days.

7.00 a.m.	to 8.00 a.m.	Every 15	minutes
8.00 „	to 9.30 „	„ 10	„
9.30 „	to 11.00 „	„ 15	„
11.30 „	to 12.45 p.m.	„ 15	„
12.45 p.m.	to 1.15 „	„ 10	„
1.15 „	to 1.45 „	„ 15	„
1.45 „	to 2.15 „	„ 10	„
2.15 „	to 5.00 „	„ 15	„
5.00 „	to 6.00 „	„ 10	„

Night Cars.

6.50 p.m., 8.00 p.m., 9.20 p.m.
9.20 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

Saturdays.

Extra Car—12.00 Midnight.

Sundays.

7.30 a.m.			
8.00 „	to 10.30 a.m.	Every 15	minutes
10.30 „	to 11.00 a.m.	„ 10	„
11.30 „	to 12.00 noon	„ 15	„
12.00 noon	to 1.00 p.m.	„ 10	„
1.00 p.m.	to 5.30 „	„ 15	„
5.30 „	to 6.00 „	„ 10	„
6.00 „	to 6.30 „	„ 15	„
6.30 „	to 8.00 „	„ 10	„

Night Cars.

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but for car special cars, can be obtained on application at the Company's Office. No Season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Stations			No. 4 Through Express. a.m.	No. 7 Local. a.m.	No. 8 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Throug Express p.m.	No. 17 Local. p.m.	No. 19 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tin)		dep.	7.30		8.55		1.30			
SHEK LUNG		dep.	8.45		1.17		4.30			
Shum Chun		arr.	10.25		3.00		6.10			
		dep.	10.30	5.24	4.30	11.41	6.45	8.00	1.36	5.35
Sheungshui		dep	—	5.13	4.37	11.51	—	8.07	1.44	5.43
Fanling		dep	—	5.17	4.41	11.57	—	8.11	1.53	5.48
Taipo Market		dep	—	5.25	4.54	12.06	—	8.22	2.03	5.58
Taipo		dep.	—	5.32	5.00	12.13	—	8.27	2.13	6.04
Tsumati		dep.	—	5.44	5.11	12.24	—	8.40	2.26	6.16
Shatin		dep.	—	5.50	5.20	12.30	—	8.52	2.32	7.07
Hunghom		dep.	—	6.09	5.44	12.45	—	8.55	2.52	—
KOWLOON		arr.	11.10	6.24	5.55	12.55	7.55	9.01	2.58	7.14

UP TRAINS.

Stations			No. 6 Local. a.m.	*No. 8 Through Express. a.m.	No. 9 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local. p.m.	No. 18 Through Express p.m.	No. 20 Local. p.m.	No. 22 Local. p.m.
Last Ferry leave		H.K.	6.35	7.54	8.06	10.13	1.06	3.45	5.06	8.05
KOWLOON		dep.	6.50	8.06	8.20	10.24	1.18	3.00	5.18	8.13
Hunghom		dep.	6.54	—	8.25	10.27	1.27	—	5.22	8.22
Tsumati		dep.	7.01	—	8.32	10.43	1.33	—	5.28	8.28
Shatin		dep.	7.13	—	8.45	10.57	1.45	—	5.41	8.40
Taipo		dep.	7.25	—	8.58	11.10	1.58	—	5.54	8.52
Taipo Market		dep.	7.31	—	10.05	11.14	1.37	—	5.59	8.57
Fanling		dep.	7.41	—	10.17	11.34	2.07	—	6.07	9.08
Sheungshui		dep.	7.46	—	10.21	11.39	2.11	—	6.11	9.13
Shum Chun		arr.	7.50	8.45	10.26	11.43	2.16	4.50	6.16	9.18
		dep.	—	8.54	10.30	—	—	4.55	—	—
SHEK LUNG		dep.	10.40	9.16	2.16	—	—	5.20	—	—
CANTON (Tai Sha Tin)		arr.	12.30	11.30	5.10	—	—	7.40	—	—

* Will stop at Taipo and Sheung Shui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	p.m.	p.m.		a.m.	p.m.	p.m.
Fanling	dep.	8.30	12.00	3.10	Shataukok	dep 10.30	1.05	5.00
Shataukok	arr.	9.25	12.55	3.15	Fanling	arr. 11.15	2.00	5.55

H. P. WINSLOW, Manager.
[53

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Established 1836. Incorporated in Great Britain.
Total Assets exceed £16,000,000.
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RIGBY H. P. KEWLEY,
Acting Local Manager.
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TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet.	350 feet.	714 feet.
Width of Entrance on bottom	77 „	53 „	83 „
Water on Blocks at Spring Tide	28 „	24 „	34 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

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TELEGRAPHIC ADDRESS:—"DOCK," KOBE
FLOATING DOCKS.

	No. 1.	No. 2.	No. 3.
Lifting Power	7,700 tons.	12,000 tons.	18,000 tons.
Max. Length of Ship taken	460 feet.	580 feet	470 feet.
Max. Breadth of Ship taken	56 „	68 „	96 „
Max. Draft of Ship taken	22 „	26 „	30 „

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

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GRAVING DOCK.
Length on Keel Blocks ... 383 feet 0 inch.
Breadth at Entrance on bottom ... 56 „ 0 „
Depth of Water on Blocks at Spring Tide ... 25 „ 0 „
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Order will be promptly attended to and Estimate sent on application.
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FOR ALL
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Further information may be obtained at the Company's Office, Hotel Mansions, or from MESSRS. THOS COOK & SON, Booking Agents, Hongkong.
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Good salary and excellent prospects for suitable man.
Applications received in strict confidence.
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ORGAN RECITAL
ON
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WISEMAN'S
HOME MADE CHOCOLATES
$1.80 Per lb.
FRESH FROM OUR FACTORY
EVERY MORNING.
PEEK FREAN'S BISCUITS.
A FRESH STOCK RECENTLY ARRIVED.
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HONGKONG & SWATOW.
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THE REPULSE BAY HOTEL,
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The coming Sea-side resort of South China
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The headquarters of the Canadian Pacific Ocean Services and the leading American Business concerns.
THE HOTEL COMPANY have recently extended their cold storage plant and instituted motor transportation, are specialising in outside catering such as banquets dances, picnics, etc., and are prepared to supply all necessary equipment, decorations furnishings an music.
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TELEPHONE ON EACH FLOOR.
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THE PEAK HOTEL.
1,500 feet above sea level.
15 minutes from landing stage.
Under the Management of
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CANTON.
Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. GEO. E. EYLES.
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Have quality of tone,
lightness of touch,
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THE PIANO OF QUALITY,

specialized by years of
experience to withstand
the climate.

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CASH OR EASY TERMS.

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"Luxite"

SILK HALF HOSE

Fit snugly, retain their lustrous appearance, and have comfortable toe and heel reinforcements that make them wear better. Stocked in the following colours.

Black	Light Grey	Navy Blue
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$1.50 per pair 6 pairs for $8.50

MACKINTOSH

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Men's Wear Specialists,

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HAPPY HIT CIGARETTES

The Real Burley Cigarette

IT'S TOASTED.

An entirely New principle in Cigarette Manufacture.

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Hotel Mansions.

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THE

CORONET

TO-NIGHT

August 8th, 9th & 10th.

at 5.15 & 9.15 p.m.

The fine Paramount production

"BIG TIMBER."

The wish bone.

Dance Creations

at 7.15 p.m.

"THE BULL'S EYE"

Episodes 5, 6 & 7.

Booking at ROBINSON'S.

125

WORLD'S HEAVYWEIGHT BOXING CHAMPIONSHIP.

THE SHORT DEMPSEY-WILLARD FIGHT.

In the three rounds of the Dempsey-Willard match, for the heavy-weight championship of the world, at Toledo, on July 4th, Jess Willard was given as terrible a beating as ever was received by a champion. It was practically over in the first round, when Jack Dempsey sent the huge Willard to the mat with a terrific left hook to jaw. Willard was down seven times during this round. When the bell rang for the end of the first he was half way out of the ring in a neutral corner, beaten, bewildered and ghastly.

The bell could not be heard in the din, and most of the 50,000 screaming spectators thought that it was all over and that Dempsey had won in a round. It seemed that no human being could stand the punishment that Dempsey gave Willard in that round.

When Willard dropped for the first time there was a bewildered and incredulous grin on his face. He could not believe it. He sat on his haunches, seeming to marvel that such a thing could have happened to him. Then he scowled and came up, only to be floored again. Dempsey followed him relentlessly, driving terrific blows to his jaw. Down went Willard again, and again he floundered to his feet, holding his legs apart to keep his balance.

In the second round Willard's right eye was closed completely and the blood flowed freely from the cut underneath. He glared defiance out of the other and he floundered forward lashing ponderously but in vain at Dempsey. More than once Willard rocked and held his feet only by superhuman will power.

In the third round Dempsey lashed a terrific left hook to Willard's jaw. The champion rocked and swayed like a huge pine that is falling under the blows of an axeman. But he kept his feet and fought, while his heavy jaw sagged down to his chest and the blood poured out of his mouth in a crimson rivulet.

When Willard sagged into the stool in his corner after the third round it was plain that the fight could not last much longer. The blood-hungry were clamouring for Dempsey to finish it, and it was certain that Dempsey would finish it decisively if not fatally in another round or two.

Willard did not stand up to the fourth round. He was bleeding profusely from his mouth. There was a gasp of amazement from the crowd. The next instant the ring was filled with a screaming crowd, which included a number of hysterical women.

As a fighter Dempsey was perhaps the coolest and most workmanlike of all. He did not tear into his victim blindly. He punched deliberately and with a fine sense of direction. He is not the bellowing, rushing type like John L. Sullivan. He is a deliberate fighter as willing to take a punch as to give one, but quite certain that he will give more than he receives.

There was hardly a scratch on Dempsey. Willard's straight left did not even ruffle the younger man and the right uppercut, which landed more than once on Dempsey's jaw, did not ruffle him.

Willard was rather a lonely looking figure. He trained himself and he managed himself. He directed his own battle. He had perfect confidence in his bulk and in his strength. There may be those who will claim that he was not properly conducted, but no man not in the best of condition could have taken that punishment and live.

It was the shortest heavyweight championship bout under the Marquis of Queensberry rules. It was the only heavyweight championship bout where the champion passed by failing to appear for the gong. It was so fast that the crowd was almost as bewildered as was the ex-champion when he fell.

Dempsey was a nervous young man when the fight started, but once having dropped the huge Willard, he knew he had the victory in his hands and he became terribly cool and deliberate.

Some idea of the sledge-hammer drive of the Dempsey blows was given to Willard in the first round when he spat out fragments of teeth that Dempsey's gloved fist had broken with a blow on the mouth.

Willard, in a more or less formal statement, said:—

"I have no excuses at all to offer and no alibis. I am sure my training was wisely carried out and that I was in good condition when I entered the ring. I could not have made myself more fit.

"I am done with the ring and boxing forever. I was fairly beaten and thoroughly beaten. I would not try to recover the title because I couldn't, I'm through.

"Dempsey certainly is a great boy," he added, and he tried to smile with his battered lips. "I congratulate him and wish him luck; he is a great fighter all right. I know that now."

MR. CLYNES AND CONSCRIPTION.

Viscount Cave, presiding at a meeting, recently, at Richmond at which Mr. Clynes spoke in support of the League of Nations, said he was not one who believed we had seen the end of the war. *What was happening to-day in Russia* and in the neighbourhood of the Caspian and in Afghanistan was sufficient to show that for some time to come we must be ready to defend our liberties.

Mr. J. R. Clynes said he believed that the peace terms could not be made to work satisfactorily except through a League of Nations. There were two enduring results he wanted to see from the League. He looked for an immense reduction in the armaments of the world, and the complete abolition the world over of any form of enforced military service. (Cheers.) "Conscription we accepted," said Mr. Clyne, "as one of the passing necessities of the later stages of the war, but I think we may turn with confidence and certainty to the men of this country to supply us in future years upon the lines of voluntary service with any number of sailors or soldiers that may be needed for national or international service." (Cheers.)

SILVER.

INDIA ALONE ABSORBS WORLD'S PRODUCTION IN 1919.

The spectacular rise in silver after restrictions were lifted, and thus a free market in silver created, has been one of the events which gave considerable thought. It was one of the influences that increased the speculative energies in the stock exchange, while on the other hand it gave considerable concern to the importers who are buying their supplies from the countries of the Orient, where silver is the chief money.

Somehow also metal stocks than have no connexion whatsoever with silver have gone up on some wild rumour that those metal companies are about to find silver in their mines.

From $1.00¼ per oz. silver went up as high as $1.19¼ with a corresponding reaction bringing it back to the neighbourhood of $1.08¼ an oz. at the time of this writing.

The history of the control on silver is as follows:—

On April 23rd, 1918, the Pitman Act was passed in order "to permit the use of silver dollars held in the Treasury against outstanding Silver Certificates, to quote the report of the Secretary of the Treasury. This was done in order to relieve the highly uncomfortable situation created during the war in connexion with the exchange of the Oriental countries, the latter countries being the most important sources of supply of various materials needed by belligerent countries, their export balances greatly increased.

The belligerent countries could not settle their debts towards the Oriental countries in any other way than by sending metallic money, and shipments of silver have been made on a steadily growing scale to those countries. But as the habit is very great in those countries to hoard metallic money, they absorbed all such shipments and more had to be made.

In order to give an idea of how heavy the demand for silver was in India alone, it is enough to say that shipments to her in the last year exceeded the current production of silver of the world's mines. A search for silver was made all over the world, and at the time when the United States entered the war it was easily discovered that the United States Government has the so-called Silver Certificates which are issued on the strength of silver kept in the vaults of the Treasury Department.

The United States, in order to relieve the situation, offered to the belligerent governments its good services in supplying them with this silver, but in order not to impair the situation of the currency, the above referred to "Pitman Act" was passed, which gave authority to the United States Government to retire from circulation the Silver Certificates and have the Federal Reserve Board, upon due security deposited with the Treasury, issue Federal Reserve Board Notes so that later, when the war will be over, the United States Government will again acquire the silver and reinstate the former situation by issuing again the Silver Certificates in lieu of the Federal Reserve Board Notes. The Federal Reserve Notes were resorted to in order to avoid the contraction of circulating media needed by the country.

Up to November, 1918, $117,810,000 of certificates were withdrawn and in their place $53,500 Federal Reserve Bank Notes were issued, secured by an equal amount of three per cent. Treasury Notes and two per cent. certificates of indebtedness. A statement by Senator Pitman, author of the Pitman Silver Act, is said to be to the effect that the United States Government melted down a total of $300,000,000 in silver dollars. His opinion is that for the next twenty years silver will rule at no less than a dollar an ounce. Of the silver which was thus made available, plus other silver in the hands of the Director of Mint, it was arranged to sell to Great Britain 200,000,000 fine ounces at $1 per ounce; the silver having been in a great proportion exported to India.

In order to understand the Indian monetary situation it is necessary to recall that normally fifteen (15) silver rupees (the rupee is the Indian standard) are worth one gold £ (English pound), and the par of the rupee is $0,324.

On account of the fact that silver went down considerably the Indian Government had to close the free coinage of silver in 1893 so that the exchange value of the rupee became "quite distinct from the market value of silver." (Tate's Modern Cambist.)

The current rupee in India has been introduced since 1862, replacing the so-called Company's rupee, which was of the same weight as the actual rupee, namely, 180 grains Troy silver 11/12 fine. It is evident that should silver remain at the actual quotation—whether the government will again introduce silver certificates or will not—its actual loss will be 10 cents on the dollar, which will be accountable for her support of the Allies' exchanges. The concern of the business community is of a different nature. It now has to face the problem of paying more than what it paid before for goods coming from Oriental countries. The Oriental countries will have so much more incentive for exporting their goods and American and European countries will have so much less for buying. Those who use silver for commercial purposes are facing a sudden rise of their raw material.—*Pouranela Magazine.*

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY THE HON. CAPTAIN-SUPERINTENDENT OF POLICE.

MAGAZINE COMMITTEE.

An important meeting of the Magazine (*Police Reserve Gazette*) Committee will be held on Monday, the 11th inst., at the offices of the Business Manager (Messrs. Noronha & Co.), at 5.30 p.m. The attendance of all members of the Committee is earnestly requested. The meeting is being called to consider the cessation of publication of the *Gazette*, and subscribers and others interested are invited to attend.

E. D. C. WOLFE
(Capt.-Supt. of Police).

Hongkong, August 7th, 1919.

A JAPAN-AMERICA CABLE.

JAPANESE COMPANY FLOATED.

The *Japan Advertiser* reports that on July 24th at a meeting of the most prominent business men of Japan, it was decided to float a Y.50,000,000 company for the purpose of laying a cable line between the United States and Japan. This decision is the result of the dissatisfaction which has been existing for a long time among business men on both sides of the Pacific with the present cable service, which is utterly unable to handle the constantly increasing volume of traffic. It is expected that the venture will be supported by the big business men of the United States, as well as by those in Japan, and that the establishment of a new cable line will do much towards promoting not only trade between the United States and the Orient, but also a better understanding between the two nations.

Mr. K. Uchida, former Vice-Minister of Communication stated in regard to the proposal that the capital would consist partly of Japanese and partly of American capital. It has not been decided as yet which route will be chosen for the cable, but that it would be one of the two southern routes. One of these will run from San Francisco, to Hawaii, to Midway and to Ogasawarajima. The other will be the same with the substitution of one of the South Sea Islands now under the control of Japan in the place of Midway. Each of these two routes has its advantages. The Hawaii route is the shorter, but the other gives a shorter distance between stations, which will enable it to do speedier work. No final decision will be made as to which of the two will be chosen until after a survey has been made of the ocean covering both routes.

The attention of Mr. Uchida was called to the latest information obtained with regard to the Jones Bill, which was recently introduced in the U.S. Senate for the purpose of making an appropriation of $8,000,000 for the laying of a cable between the United States and the Orient. Mr. Uchida was asked whether he thought that this might cause any conflict in plans.

"It is my intention to confer with the American Government, as well as the business men," he replied.

"The Jones Bill is a very good one, and it owes its being to the same conditions which have brought about our proposition. I fear, however, that the amount mentioned in the bill is utterly inadequate, and I trust that co-operation may be arranged for between America and Japan."

The Jones Bill provides for the appropriation of not more than $8,000,000 for the proposed cable, $500,000 of which would be made available immediately after the passage of the Act.

LAWN TENNIS.

THE CHAMPIONSHIPS.

MLLE. LENGLEN'S VICTORY.

There must have been six thousand people present to see the French girl defeat Mrs. Larcombe in an all too brief encounter at Wimbledon, on June 26th.

Mrs. Larcombe played as well as a girl who has been trained from infancy to run as fast as a boy would let her. No English lady was so well armed morally and in strokes structurally, to provide the acid test for Mlle. Lenglen. The English lady possessed the control of length, the variety of shot, to search out and profit by any weakness of her opponent; and she had the forceful personality which for a new-comer of 20 years to the gladiatorial centre court might well have proved menacing.

The French girl made light of these considerations. Her stage fright days, if she ever had any, are some years behind her; she is an artist who draws her inspiration from crowds. I remember her at Cannes seven years ago, when her frock did not seem to the masculine eye much shorter than it was to-day. What struck me then was her extraordinary activity—not the sprint of the hundred-yarder, but the long stride of the miler. Since then, practising almost daily on the fast Continental courts, which are cramming schools compared with the dull grass-court seminaries n England, Mlle. Lenger has lengthened and strengthened strokes which were learnt in childhood.

THE FAVOURITE COUP.

The match was not so one-sided as the score of 6-2, 6-1, suggests. It was not until the second set, when Mrs. Larcombe began to tire and relinquished the chase of distant balls, that the rallies were short and clean aces picked up by or off the service. Previously Mrs. Larcombe had not allowed herself to be trapped as much as outdone in touch and precision. Her drops merely meant a coveted race for Mlle. Lenglen's fleet feet, and her lobs as a rule were covered by a safe overhead volley. The favourite French coup, one used almost remorselessly in the second set, was a fast forehand top drive for which the opening had been prepared by a perfect defence. This shot had no answer. It was the last word in polished attack. Towards the finish Mlle. Lenglen came up and advised the public that her volleys are as fine as her drives. She also told them that she can play to perfection the backhand volley down the line—one of Mrs. Larcombe's favourites, by the way, though she had no chance to exploit it.—*Daily Telegraph.*

CANTON NEWS.

CANTON, August 7th.

THE CIVIL GOVERNORSHIP.

Since the people held public meetings with the Cantonese representatives from Shanghai, the demand to have the post of Civil Governor filled by Dr. Wu Ting-fang has been revived.

The people have decided to make another appeal to the Military Government on the subject.

Tong Kat-yew, Tuchun of Yunnan, has also requested the Military Government to appoint Dr. Wu Civil Governor.

Another report states that Chang Kam-fong, the acting Civil Governor, and Shum Chun-huen, the Chief Director of the Military Government, have reached an agreement that Shum, in the name of the Military Government, will appoint Chang to the position permanently, and Chang will offer good positions to Shum's followers.

THE INTERNAL PEACE CONFERENCE.

Owing to the delay of the Peking Government in sending delegates for the resumption of the Peace Conference, the Military Government has telegraphed to Peking stating that, unless the northern delegates are sent to Shanghai within ten days, everything in connection with the peace negotiations will be cancelled, and the fault will be with Peking.

COMMANDER OF THE 1ST SQUADRON.

With reference to Commander Lam Po-yik's threatened attack on Fukien, Lam has decided to proceed with the 1st Squadron and an army of Kwangsi troops to Fukien in a few days. Besides requesting the Tuchun, Mok Wing-son, to give him a certain number of soldiers, Lam has asked Mok to oblige him with the sum of $500,000 for expenses. The Kwangsi troops have received orders to prepare for their departure.

DISSOLUTION OF THE MILITARY GOVERNMENT.

In regard to the threatened dissolution of the Military Government, we learn from a reliable source, that the Tuchun, Mok Wing-son, dare not carry out General Luk Wing-ting's order at the present time, as he is afraid of opposition from the 1st Squadron and the Yunnanese troops, who have declared their intention of protesting against any peace proposal with the Peking Government that has not been agreed upon by the Shanghai Conference.

MILITARY AFFAIRS.

The military situation in the province seems to have greatly changed since the demobilisation of the Shuihing troops. Kwangsi troops are to be seen in greatly increasing numbers in the city, to the perturbation of the people.

The authorities have received reports that a large number of demobilised soldiers, with the co-operation of more than 1,000 bandits in Kingchow, are preparing to attack Kingchow city after they have occupied Lam Ko and other districts in Kingchow.

The situation in Hoihow is affected, and business has been interrupted.

The bandits are being held on their way by the regular forces and fighting continues.

LOCAL AMUSEMENTS.

THE BANVARD MUSICAL COMEDY COMPANY.

The rollicking absurdity, "Step Lively," with which the Banvard Musical Comedy Co. open their season in Hongkong to-morrow night, is a pot-pourri of songs are certain to be popular and farcical situations of which Messrs. Wallis West, W. Horley and Misses Pearl Jardine and Hazel Boyd know how to make the best. The play—if such it may be called—has been very well received in Shanghai.

There will not be a matinee to-morrow.

THE "PRIZE PACKETS."

The "Prize Packets," who surprised everybody by their refined and talented songs and burlesques during their short stay in the Colony, received a rousing farewell from a crowded house on Wednesday night. The three girls were out to do their very best, and received sufficient flowers and chocolates from their admirers to stock a shop. The small Company left for Shanghai yesterday on the *Empress of Asia*. They will very likely go on to Peking, Tientsin, and Hankow, and, returning to Shanghai, either take steamer for Honolulu or return to Hongkong, *en route* for Australia. They can be certain of a warm welcome whenever they come back to this Colony.

VICTORIA RECREATION CLUB.

ANNUAL GENERAL MEETING.

NON-BRITISH SUBJECTS AND THE COMMITTEE.

The annual general meeting of the Victoria Recreation Club was held yesterday evening, in the Club premises, Mr. H. Percy Smith presided over a large attendance, and was supported by the following members of the Committee:—Messrs. A. V. Barros, T. Meek, A. A. Alves, A. H. Carroll, A. S. Ellis, E. Ezra, A. E. S. Alves (Hon. Treasurer) and R. H. B. Mitchell (Hon. Secretary).

The CHAIRMAN expressed the regret they all felt at the absence of H.E. the Officer Administering the Government, whose genial presence and charm of manner has appealed to us time after time. Proceeding, he said that the working accounts showed a very gratifying profit of $2,240 as against $1,700 last year. When, however, they looked into the balance sheet they found a very different figure altogether, because their Committee had been more generous in allowing for depreciation. Personally, he always advocated writing off as much as possible. As a matter of fact, they all knew that there were some things in the hall which had been very much over-stated in value. Although taking $1,900 out of $2,240 for paying off all outstanding interest on debentures, writing off bad debts, etc., made a very great difference in the accounts, it must not be lost sight of that the real result was, nevertheless, a profit of $2,240. He proposed the adoption of the report and statement of accounts.

Mr. D'E. LYON seconded this and it was carried unanimously.

Mr. TOM WRIGHT mentioned that in the report of the House Sub-Committee it was stated that the library was not well-provided with books and that new books were required. He wished to mention that recently they had received a handsome donation of 100 books, but these were not to be found. As a member who wished to donate books, he would like to say, that the members should play the game by making an entry whenever they took a book away; and that some better system of recording the books taken out should be introduced. (Applause).

Mr. T. MEEK proposed, and Mr. EZRA seconded, that the usual honorarium of $300 each should be paid to the Hon. Secretary and Treasurer.

ELECTION OF OFFICERS.

The election of office-bearers for the ensuing year resulted as follows:—Chairman, the Hon. Mr. Claud Severn, C.M.G.; Hon. Secretary, Mr. R. H. B. Mitchell; Hon. Treasurer, Mr. A. E. S. Alves.

At this stage Mr. J. Lyon asked that a letter sent by him to the Hon. Secretary should be read to the meeting. The letter was to the effect that London newspapers and periodicals should be placed in the library and that the verandah of the Club should be enclosed and converted into a reading-room.

Mr. WITCHELL stated that Messrs. Kelly & Walsh's, when approached on the matter some time ago, stated that, owing to the war, it would be impossible to supply the papers up to date. They could only supply old papers. This prospect the then Secretary did not relish, and, owing to the financial position of the Club, the papers were not bought.

Mr. LYON stated that the Club had spent $1,200 upon a new floor for the gymnasium. The verandah should be enclosed, and, if the Club could not afford it, he was sure the members would subscribe $1 each for the purpose.

Mr. A. E. S. ALVES stated that the new floor for the gymnasium was a necessity. As Treasurer, he experienced great difficulty in financing the Club, and he had to put people off with promises of payment.

Mr. LYON replied that it was only a matter of $200 or $300, and the members could raise it by subscription.

The CHAIRMAN thought it would cost $1,000 to enclose the verandah.

Mr. WITCHELL: Mr. Lyon says he can do it for $200.

Mr. ALVES replied that Mr. Lyon had made a mistake. An estimate showed that the cost would be $1,200.

The CHAIRMAN remarked that an enclosed verandah would make the Club-room hotter than it was, besides obstructing the fine view they now had of the Peak.

The matter was left over to the new Committee to decide.

When the Committee was about to be elected Mr. Tom Wright drew the Chairman's attention to rule 7a, which was to the effect that no one but a British subject could be elected either to the General Committee or to the Balloting Committee. His objection was the result of hearing the names of two persons who were not British subjects suggested for the Committee.

Mr. GOLDSCHMIDT observed that the rule was obsolete.

The CHAIRMAN: Still it is a rule. Both these gentleman, however, have been on the Committee for several years and are straight-forward, hardworking men, and have been admirable in every respect. Perhaps Mr. Wright will withdraw his objection?

Mr. WRIGHT: I am sure you have no option.

Mr. WITCHELL remarked that the two members in question were very old and faithful servants of the Club, and they should, therefore, remain on the Committee. He thought the matter should be left entirely to the Chairman to decide, and they should then write to the gentlemen concerned and place the matter in a proper light. They would then, he was sure, realise the position. They should not make a public exhibition of the matter.

The CHAIRMAN: Will the gentlemen agree to this?

Mr. WITCHELL: I expect they will.

The CHAIRMAN: Who are they?

Mr. WRIGHT: I will not mention names. The Chairman can merely say that so and so has been elected.

Mr. LYON: Ask for the Deed of Gift and see what the instructions are.

Nothing more was said on the subject and the discussion dropped.

The General Committee was then elected, consisting of Messrs. T. Meek, A. A. Alves, J. Stewart, J. Finch, A. F. B. Silva-Netto, A. S. Ellis, A. Ezra, T. Wright and R. C. Witchell.

The Balloting Committee was composed of Messrs. H. Hyndman, C. Rodrigues, R. Tatam, R. Marcal, J. Lyon, F. L. Silva, J. Ellis, N. I. Brewer, A. J. V. Ribeiro, and A. G. Pile.

A vote of thanks was accorded to Mr. A. McKirdy and Mr. Guimarnes who had acted as Secretary and Assistant Secretary, respectively.

A vote of thanks to the Chairman terminated the proceedings.

(Continued at foot of next column.)

PEACE CELEBRATIONS OF THE 74TH PUNJABIS.

INTERESTING SPORTS MEETING.

The United Services Recreation ground at Kowloon was the scene of a great deal of animation on Wednesday afternoon, when the 74th Punjabis held an interesting sports meeting in celebration of Peace.

Major Ardoino, the O.C., assisted by Captains E. H. Gray and W. Campbell, Subadar Bhajat Singh and Jemadar Muhd Khan, made the arrangements and generally superintended the sports. A large gathering responded to the invitations sent out, amongst those present being H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.), Major-General Ventris, G.O.C., Sir William Rees-Davies (Chief Justice), Mr. Justice Melbourne, Lieut.-Cols. Crisp, Loring, Crosse, and Clementi-Smith, Major Greenaway, Capt. Samson, Mr. P. P. J. Wodehouse, A.D.C., Mr. T. F. Claxton and Mr. C. J. Lafrentz.

The courses where the different competitions took place was nicely laid out, and, despite the high temperature, great energy was shown. The guests were accommodated in a long *shamiana*, and their creature comforts were ministered to with unremitting attention. Some Indian dancers helped to amuse them, and the pipers of the H.K.S. R.G.A. rendered selections of music.

A large number of competitors entered for the various events, which were keenly contested, some excellent finishes being witnessed. At the close His Excellency distributed the prizes, making a few prefatory remarks. Cheers were given for His Excellency at the call of Subadar Bhagat Singh.

The results were as follow:—

LONG JUMP.—1, Lce.-Naik Ishar Singh; 2, Sepoy Kirfu; 3, Sepoy Feroz Khan.

HIGH JUMP.—1, Sepoy Kirfu; 2, Havildar Kazam Khan; 3, Sepoy Amajr Singh.

RELAY RACE.—1, Sepoy Kirfu's team; 2, Naik Kartar Singh's team.

100 YARDS.—1, Sepoy Feroz Khan; 2, Naik Kartar Singh and Sepoy Sher Zaman, dead-heat.

440 YARDS.—1, Sepoy Feroz Khan; 2, Naik Kartar Singh; 3, Sepoy Sher Zaman.

ONE MILE (open to all Indian Troops).—1, Sepoy Tega Singh, 2/22nd Punjabis; 2, Sepoy Kirfu, 74th Punjabis; 3, Sepoy Rattan Singh, 2/22nd Punjabis. Time, 5.04 2-5.

TUG-OF-WAR.—29-30th Platoons (Dogras) won after a long pull all over.

PUTTING THE SHOT.—1, Sepoy Muhd Hussain; 2, Bugler Pahar Khan; 3, Sepoy Mohd Jr.

SACK FIGHT.—1, Nur Ahmd's team; 2, Jagat's team.

OFFICERS' RACE.—1, Major F. J. Bowen, Army Pay Dept.; 2, Jemadar Muhd Khan, 2/22nd Punjabis.

"I SHALL NEVER FORGIVE THE HUNS."

LETTER FROM A NAVAL OFFICER WELL-KNOWN IN HONGKONG.

The following is an extract from a letter from a Naval Officer, formerly well-known on the China Coast, to a friend in Hongkong:—

"The *Leinster* disaster was a most dastardly affair. She, as you may remember, was one of the Irish mailboats plying between Holyhead and Kingstown. She left Kingstown one morning at 8.40 a.m., having on board upwards of 1,000 men, women, and children. She was torpedoed just at the entrance to Dublin Bay, about twenty minutes afterwards, weather at the time a moderate S.W. gale. She, of course, was sheltered from the sea, being under the lee of the Irish coast. The torpedo struck her well forward; she commenced to sink by the head, and would probably have taken about half-an-hour to sink entirely. All the boats were lowered and filled with people, all of whom would probably have been saved, but just as the boats were pushing off from the ship's side, the Hun murderer came to the surface about three hundred yards off and put a torpedo right into the middle of them, blowing the ship to pieces, smashing up all the boats, and killing more than half the people.

"At the time of the accident I was just entering Holyhead Harbour (about 44 miles from the scene of the disaster) with another destroyer. We were running into harbour for shelter, but we both turned back and proceeded as fast as possible to the Irish coast. I lost nearly all my bridge on the journey, and took nearly three hours to get there. As long as I live I shall never forgive the Huns for what I saw—about 600 men, women and children, all with life-belts on, several almost blown to pieces, lying on the surface. All dead, of course."

"Should you at any time hear anyone pleading for leniency on behalf of the Hun tell them this story. It is absolutely true, and is only one of many similar cases."

LAMMA ISLAND PIRACY.

FIVE MEN IN THE DOCK.

POLICE FIRE ON FUGITIVE BOAT.

Five Chinese were charged with piracy, wounding, and kidnapping, at the Magistracy, yesterday, before Mr. E. O. Hutchison.

The facts of the case were that a junk, containing a woman, a man and two children, was sailing in the direction of Lamma Island, when another boat, containing five men, appeared, and ordered the junk to stop. As the order was not obeyed the pirates fired at the man, who was in charge of the sails. The junk was then hove to, and the five men clambered aboard and shot the man in the leg. He immediately jumped overboard and swam to another junk in the neighbourhood, and proceeded in it to Aberdeen, where he reported the matter.

In the meantime the robbers sailed the junk in the direction of Sang Hong Island, and, when the mistress attempted to call for help, she was shot in both legs. The robbers ransacked the junk and stole a quantity of jewellery.

By this time the Water Police were communicated with, and they sent out a launch, in the charge of Sergeant Woolford, which proceeded to Aberdeen, took the injured man on board, and then pursued the pirates' junk, eventually sighting it off Tak On Chung. Fearing that he would not be able to intercept the boat before it reached the shore, the Sergeant fired at the junk from a machine-gun. The junk, however, did not stop until the Sergeant had warned the occupants that he would continue firing if they did not surrender. When the Sergeant went on board, only four men surrendered themselves. The fifth secreted himself in a cabin, and it was only when a shot was fired in his direction that he came out and gave himself up. The pirates were then brought to the Police Station, and the injured man and woman were removed to hospital.

After hearing evidence of arrest, Mr. Hutchison remanded the case till this afternoon.

CHARGE OF ELOPING WITH A MARRIED WOMAN.

An interesting case will be heard at the Magistracy, next Wednesday, in which a Chinese stands charged with harbouring a married woman.

The woman, it appears, was married a couple of months ago at Wuchow. One afternoon, when her husband returned from work he found his wife missing, and informed the Chinese authorities, who communicated with Hongkong.

The local police traced the couple to an isolated house in Old Kowloon City, where they had been living for some days as man and wife.

"A BIT OF A RASCAL."

CHINESE YOUTH ROBS HIS MOTHER.

A Chinese youth wished to start a business in a small way, and, not having the necessary capital, sought his mother's aid. His mother imagining it to be a hare-brained venture, tried to dissuade the youth, as a consequence of which he stole a pair of gold bangles and $30 in money from her. The mother immediately informed the Wanchai Police, who got on the lad's track and arrested him.

When the youth was produced at the Magistracy, yesterday, on a charge of theft, Inspector Kent described him as "a bit of a rascal, who refused to do any work and gave his mother a great deal of trouble. He had been at school for four years and knew English fairly well."

Mr. Lindsell: You steal from your own mother?

Defendant: I had permission to take the jewellery and money, as I wanted to start a business of my own.

Inspector Kent: He sold one of the bangles to a goldsmith, and it was immediately melted. He was wearing the other bangle on his arm, and he had spent $18 out of the $30.

Mr. Lindsell: Your mother states that she did not give you permission.

Defendant: On a previous occasion she did give me permission.

Mr. Lindsell: I am not speaking of a previous occasion; I am speaking of the present.

Defendant: I asked her for money to start a business and she refused.

Mr. Lindsell: Cannot the mother do anything with him?

Inspector Kent: Apparently not. He is out of her control and causes her a great deal of trouble.

Mr. Lindsell: Six weeks.

ALLEGED ARMED ROBBERY.

A STORY WHICH WAS HARDLY CREDIBLE.

At the Magistracy, yesterday, the case was continued in which three Chinese were charged with committing an armed robbery at No. 250, Reclamation Street, on July 16th.

The accountant of the shop stated that while he was asleep he dreamt that somebody was pulling his arm. He woke up and saw three men facing him with daggers in their hands, while two others were outside. He was ordered not to move or call out on pain of being killed, and was gagged and bound. The robbers stole a key from him and opened his safe from which they abstracted $238. When the robbers left he called his *fokis* and they searched the premises, finding nothing. A few days later the Police informed him that some men had been arrested and he identified one of the men.

Mr. Lindsell: Your story is hardly credible. You mean to tell me on oath that not one of your *fokis* was awake when the robbers entered? They surely could hear some noise when the robbers opened the shutters.

Witness: I saw from my cubicle one of the robbers standing outside, smoking a red-coloured cigarette. I am sure my *fokis* were chloroformed.

Mr. Lindsell (to Inspector Gerrard): It is hardly possible for me to convict the men because his evidence cannot be believed. I discharge the defendants.

SMUGGLING AMMUNITION.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of a revolver and 460 rounds of ammunition.

Inspector Boulger stated that the man came from Australia by the *St. Albans* and was arrested, while going aboard a junk. The revolver and ammunition were found concealed in a box.

Mr. Lindsell fined defendant $200, with the alternative of six weeks' hard labour.

Another Chinese was charged with being in unlawful possession of 200 rounds of ammunition.

The circumstances, connected with the seizure of the contraband articles, were similar to those in the previous case.

Mr. Lindsell fined defendant $100.

THEFT OF RICE.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of a quantity of rice.

Mr. Lindsell: Were there any more raids on rice shops, yesterday?

The prosecuting sergeant replied in the negative, explaining that defendant had stolen the rice from a junk.

Mr. Lindsell sentenced defendant to fourteen days' hard labour.

Another Chinese charged with a similar offence informed the Magistrate that a shop-coolie gave him permission to remove the sweepings from the deck of a steamer.

Mr. Lindsell remarked that the coolie had no business to give defendant permission. He fined defendant $20, with the alternative of three weeks' hard labour.

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NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

WE HAVE This Day REMOVED our Offices to 2nd floor PRINCE'S BUILDINGS, Ice House St.

MACDONALD & CO.

Hongkong, August 4th, 1919. [1088

NOTICE.

1.—The Custodian in China of Enemy Property hereby invites TENDERS by British subjects for the purchase of the LEASEHOLD PROPERTY situate in the British Concession, Shameen, and known and registered at H.B.M. Consulate-General at Canton as Lot Number 57A (Eastern half) which Leasehold Property is held subject to the Lessees' covenants and conditions contained in a Crown Lease of the said Lot for 63 years terminating on the 3rd day of September, 1960. This Property, which was lately occupied by W. H. H. Brockstedt, has an area of 8322½ square feet and is situate on Central Avenue. A Residence, Servants' quarters and small Godown are built upon the site.

2.—The Custodian further invites TENDERS by British Subjects for the purchase of the LEASEHOLD PROPERTY situate in the British Concession, Shameen, and known and registered at H.B.M. Consulate-General at Canton as Lot Numbers 43 Section B and 65 which Leasehold Property is held subject to the Lessees' covenants and the conditions contained in two Crown Leases of the said Lots respectively, the first for 99 years terminating on the 2nd day of September, 1959; and the second for 73 years terminating on the 3rd day of September 1960. This property, which was lately occupied by Carlowitz and Company, has an area of 20,218 square feet and is situated on Central Avenue and North Avenue. A Residence, Godown and Compradore's Quarters are built upon the site.

3.—Particulars and Conditions of Sale of either of the above properties may be obtained by applying in Canton to H.B.M. Consul-General, in Hongkong to the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and in Shanghai to the Custodian direct.

4. Inspection of the Properties can be arranged by applying to H.B.M. Consul-General at Canton.

5.—Tenders in writing for either of the properties, which should be addressed to "The Custodian in China of Enemy Property, 20, Yuen Ming Yuen Road, Shanghai," so as to reach him not later than the 1st day of SEPTEMBER, 1919, must be so framed as to remain open for acceptance on or before the 18TH day of SEPTEMBER, 1919.

6.—The Custodian is not bound to accept the Highest or any Tender received.

ALLAN G MOSSOP,
Custodian in China of Enemy Property
20, Yuen Ming Yuen Road,
Shanghai, July 31st, 1919. [1089

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ORESTES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after August 8th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Aug. 13th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before August 26th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 7th, 1919. [

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned,
will sell by Public Auction on WEDNESDAY, August 13th, 1919, at 11 a.m.
at his Sales Room,
TWO FARM LOTS AT NEW KOWLOON
SECTION DISTRICT NO. 4,
REGISTERED No. 5426, NEW TERRITORY.

Lot No. 383 comprises 4791 square feet
" No. 384 " 1306 " "

The lot is under Crown Lease of 75 years.

Particulars and Conditions of Sale may be obtained from the Auctioneer.

TERMS:—20% deposit to be paid immediately on the fall of the hammer.

Hongkong, August 7th, 1919.

INTIMATIONS

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned,
will sell by Public Auction, on TUESDAY, August 12th, 1919, at 2.30 P.M.,
at his Sales Room,
Queen's Road Central,
A Splendid Collection of
OLD CHINESE PORCELAINS AND CURIOS,
Comprising:—

A variety of 3-coloured and 5-coloured Vases and Plates, Blue and White Vases and Figures, etc., Old Bronzes, including Incense Burners of Sung and ming Dynasties, Pekin Cloisonne, Crystal, Agate and Jadestone Vases and Ornaments, etc., and a number of Snuff Bottles.

ALSO

Lacquered Screens, Panels, Old Chinese Engravings and Kakemonos, etc.

Note.—The vendor will give a guarantee of the quality for the majority of the goods offered for sale.

(Catalogues will be issued).

TERMS:—Cash on Delivery.

Hongkong, August 5th, 1919.

NOTICE.

BY Order of the Personal Legal Representative of WM. CHARLES JACK, deceased, Mr. JAMES McKENZIE JACK (son of the late WM. C. JACK) has been appointed General Manager of MESSRS. WM. C. JACK & CO., LTD.

Hongkong, August 7th, 1919. [1083

NOTICE.

WE have this day established Ourselves as FREIGHT SHARE & GENERAL BROKERS at No. 3, Queen's Building, 2nd Floor, and have appointed Mr. V. A. YVANOVICH as Our Manager, with power to sign for the Firm.

YVANOVICH & CO.
Telephone No. 2175.

Hongkong, August 6th, 1919. [1086

WANTED.

October or would take over at once if desired.

FLAT, Small House or Half House with Kitchen, Bathroom, etc. Hongkong or Kowloon.

Apply— Box No. 1078,
Care of "Daily Press" Office.
[1078

TO LET (UNFURNISHED).

NO. 9, MOUNTAIN VIEW, from 1st October, 1919.

Apply - A.B.,
Care of "Daily Press" Office.
[1064

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.

Apply to—
PERCY SMITH SETH & FLEMING
[522

TO LET

FURNISHED at the PEAK, No. 4, Stewart Terrace.

Apply—
H. E. POLLOCK,
Supreme Court.
[937

TO LET.

FURNISHED for 12 months, No. 87, THE PEAK (No. 1 Stewart Terrace) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden. Possession July 15th.

Apply to
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings
81

FOR SALE or TO LET on long lease.

FURNISHED or UNFURNISHED from October 1st, 1919. No. 98 THE PEAK, (End House of Stewart Terrace) Hot Water throughout. Double Grass Tennis Court with Pavilion and large Kitchen Garden.

Apply—
E. A. M. WILLIAMS,
LOWE, BINGHAM & MATTHEWS,
Chartered Bank Buildings.
[1049

THE PEAK.

FOR SALE or TO LET No. 125, THE PEAK.

For particulars apply to—
GILMAN & CO., LTD.
424

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued Batavia, American, Continental, and South African Ports.

THE Homeward Mail Steamer
"DUNERA"
carrying His Majesty's Mail, will be despatched from this port about SEPTEMBER 7TH, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—

MACKINNON, MACKENZIE & Co.,
Agents,
P. & O. S. N. Co.

Post Box 112,
22, Des Voeux Road Central.

INTIMATIONS

G. R.

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING

Applicants will be required to produce Passports or identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance a fine not exceeding $50.

40

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1919, will be PAYABLE on TUESDAY, AUGUST 5TH, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, July 30th to TUESDAY, August 5th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.

Hongkong, July 22nd, 1919. [1025

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of NINE PENCE per Share on account of the year 1919, has been declared.

The DIVIDEND will be payable on and after MONDAY, the 25th day of August, 1919 to Shareholders on the Register on MONDAY, the 11th day of August, 1919, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/6 per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, July 28th, 1919. [1043

SHELL TRANSPORT AND TRADING COMPANY, LIMITED.

WE have been requested by the above Company to announce that new shares will be issued at par to shareholders on the 16th June, 1919, in the proportion of ONE new share for every TWO old shares, fractions being disregarded.

Holders of "BEARER" Warrants should deposit their holdings not later than the 9th August, 1919, accompanied by payment of the equivalent of £1 Sterling for each new share claimed, with their Bankers who will stamp the warrants on the face thereof with the words "RIGHTS CLAIMED 1919."

Registered shareholders should pay to their Bankers the equivalent of £1 Sterling for each new share claimed, not later than the 9th August, 1919.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.

Hongkong, July 24th, 1919. [1034

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"KUMSANG"
having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Aug., 9th, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, August 2nd, 1919. [1071

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ANTILOCHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after August 6th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Aug 13th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before August 27th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 6th 1919. [1084

INTIMATION

SIR ROBERT BURNETT & CO'S.

GIN

OLD TOM

AND

DRY.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS,

TEL. 616

[12

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 8TH, 1919.

AN UP-TO-DATE EXAMPLE OF BRITISH EXPLOITATION.

AN excellent illustration of the character of British exploitation has just been furnished by the action of the House of Commons in passing unanimously a Bill guaranteeing the interest on a Soudan Government loan of six millions sterling. This money is intended chiefly for irrigating 300,000 acres in the Soudan so as to render them suitable for growing cotton, of which some eight and a half million pounds are exported annually. The development contemplated should increase the opportunities of profitable employment for the people and, at the same time, add to the revenue at the disposal of the Administration for future improvements. The Soudan has an area of a million square miles and is, therefore, as extensive as British India. It consists, however, for the most part of what the late Lord SALISBURY once caustically described as "a light sandy soil," and at first it was feared that it would always prove an encumbrance. In 1898 the revenue amounted only to £E 35,000, which was £E 200,000 less than the expenditure, but to-day it is approximately £E 2,250,000 and the country pays its way. This improvement in the financial position is due not to increased taxation but to the extension of agriculture, upwards of two and a half million acres now being under cultivation. From practically nothing, the external trade has become worth four millions sterling a year. After its conquest in 1820 by MAHOMET ALI, the Soudan, as far south as the Albert and Victoria Nyanza Lakes, was loosely held by Egypt, whose rapacious governors inflicted on the unfortunate inhabitants every species of cruelty and oppression. Eventually, in 1881, a formidable rising took place under the leadership of a fanatic, who styled himself "The Mahdi," and, on the advice of the British, the territory was abandoned owing to lack of the necessary funds to prosecute a forward movement. It was this menace which made it impossible to carry out the decision to reduce the British garrison in Egypt from 7,000 to 3,000 men and withdraw it from Cairo to Alexandria as a preliminary to evacuation. For the next eleven years the country was left to the Mahdi's desolating reign of terror, and three-quarters of the population were swept away by the ravages of disease, famine and warfare. In the interval, however, preparations were made for the re-conquest, which the necessity for commanding the sources of the Nile rendered imperative, and, in 1898, Mahdiism, which had been steadily beaten back, received a crushing blow from a mixed Anglo-Egyptian force of 22,000 troops under the late Lord KITCHENER at Omdurman. To-day the Soudan is administered by an Anglo-Egyptian Condominium. Thanks to this, the Capitulations, which have retarded progress so seriously in Egypt, have no place here, the country possessing its own civil and military codes based upon those of India. The supreme civil and military command is vested in the Governor-General, who has been assisted since 1910 by a Council nominated from the chief officials of the administration. As soon as the country was restored to civilisation the Nile railway was extended to Khartoum, the capital, and natural outlets for trade were created on the Red Sea coast at Port Soudan and at Suakin. There are now 1,500 miles of railway in operation, and 2,500 miles of waterway open to navigation. Constant warfare is waged against slave-raiders, and slavery is being obliterated, as in Egypt, although the Mahommedan law sanctions it. Due attention is being given to the mental, as well as the physical, needs of the people. In addition to native Koran schools, over fifty elementary vernacular schools have been established. There are also seven primary schools distributed amongst the chief towns, in which instruction is given in English and Arabic. Gordon College at Khartoum provides a secondary school and training college, while technical and trade schools have been established at three centres. The population has increased to three millions—eloquent evidence of the beneficent changes which have taken place—and the future is full of promise.

Tientsin is to entertain at a complimentary dinner the British members of the community who have returned from the front.

It is reported in the Chinese Press that the cost of the abortive Peace Conference, held in the former German Club, Shanghai, amounted to no less than $119,000.

The Treasurer of the Society of St. Vincent de Paul acknowledges most thankfully the receipt of $110 toward the funds of the Society from two anonymous donors.

Amongst others who left the Colony, yesterday, on the *Empress of Asia* were Mr. H. W. Robertson, London Manager of Messrs. Butterfield & Swire, and Miss Robertson.

Mr. M. F. da Rocha, who left Hongkong yesterday on the *Empress of Asia* with his wife, is on his way to Lisbon where he will represent Macao in the Chamber of Deputies.

Tenders are invited by the Custodian in China of Enemy Property for the leasehold properties in the British Concession, Shameen, formerly occupied by W. H. H. Brockstedt and Carlowitz & Co.

Lung So, a Chinese, 24 years of age, who was sentenced to be hanged by the Supreme Court for the murder of a Chinese constable at West Point, expiated his crime at Victoria Gaol at 5 a.m. on August 6th.

A Pierrot and Pierrette dance is being given at the Peak Club in aid of the Ministering Children's League, on Saturday, commencing at 9.15. There will be special late cars from the Peak for the convenience of those attending.

The final round of the Shanghai Hong Doubles competition, between Messrs. L. A. Chill and J. L. Wade (Probst, Hanbury & Co., Ltd.), and Messrs. J. Tanaka and Y. Okada (Mitsui & Co., Ltd.) was won by the Japanese players by three sets to two—3-6, 1-6, 6-3, 6-4, 6-2.

A case was heard at the Magistracy, yesterday, in which a Chinese was charged with stealing a quantity of iron. Defendant stated that the complainant gave him the metal. On hearing this complainant disappeared from the Court, and Mr. Lindsell had no alternative but to discharge the defendant.

The military authorities at Home have begun the distribution to the next of kin of fallen soldiers of a scroll inscribed: "He whom this scroll commemorates is among those who left all that was dear to them, endured hardships, faced danger, and finally passed out of the sight of men by the path of duty and self-sacrifice." A letter from his Majesty the King accompanies the scroll."

Two cases (two deaths) of cholera and one case of cerebro-spinal fever were reported in the Colony on Wednesday.

At the Magistracy, yesterday, a Chinese was charged with hawking vegetables without a licence. Defendant stated that while he was resting near a police-station a European sergeant paid him seven cents for a pineapple. When he left the place a Chinese detective arrested him. Mr. Lindsell discharged defendant on the ground of insufficient evidence.

Telegraphic news has been received in Hongkong of the marriage, at Devonport, England, on August 4th, of Lieut. Hermon White, of Hongkong, to Miss Dorothy Mary Pannell, daughter of Mr. and Mrs. F. Pannell of Exmouth. Lieut. White, who was in the 6th Devons, went Home for demobilisation sometime in June. He is expected to return to Hongkong in October.

At a meeting of the Anglo-American community at Yokohama, on July 23rd, it was agreed by those present that strenuous efforts must be made to provide for the education of English-speaking children of Yokohama for a period of at least three years. An attempt is to be made to get assistance from the governments of the United States and Great Britain. A committee was appointed, with power to nominate a regular school board to consist of eight to ten members, and to take whatever steps are necessary to organize and finance a good Anglo-American School.

The city of Yokohama is planning several gigantic projects calling for an outlay of approximately Y.293,000,000, including government subsidies of Y.81,350,000. The largest individual item in the scheme is Y.186,000,000 upon roads, while upon "welfare work" it is proposed to spend Y.5,000,000. Among the welfare projects are the plans for building one thousand houses to be rented to the citizens at cheap rates. That the city is now planning to operate various electric works under its own management may be seen by the fact that among the proposed appropriations are Y.10,000,000 for electric lights; Y.10,000,000 for electric power and Y.20,000,000 for tramways.

At the Magistracy, yesterday, the hearing of the case was commenced in which two Chinese—one a well-known detective attached to the Aberdeen Police Station—were charged with murder. Mr. Leo. Longinotto prosecuted, and Mr. E. Davidson and Mr. F. X. d'Almada appeared for the first and second prisoner respectively. Mr. H. L. Dennys watched the proceedings on behalf of the relatives of the deceased. It was alleged that the two prisoners, with others not in custody, went to a boat, in which the deceased was, and, after a quarrel, threw him overboard. Dr. Parker, who held a *post mortem* examination, deposed that there were abrasions all over the body. Death was due to haemmorhage and rupture of the spleen. The hearing was adjourned.

Much perturbation having been raised by the statement made yesterday that the *Empress of Japan* and the *Montcalm* have been commandeered for the transport of British troops from Vladivostock to Vancouver, a reporter of the *Daily Press* endeavoured to ascertain how much accommodation will remain for the first-class passengers who have booked by these steamers. The local office said that it could not be stated definitely for some days yet how much accommodation would be required by the military. It was very likely, however, that only 25 first-class passages would be commandeered for British officers on board each steamer, from Vladivostock to Vancouver. The whole of the second-class and the steerage, however, has been taken over for the use of the troops."

Amongst those who left the Colony yesterday on the *Empress of Asia* were Major and Mrs. C. D. R. Black, Mr. G. L. Catto, Mr. W. A. Cornell, Mr. and Mrs. P. W. Goldring, Mr. G. Grimble, the Rev. P. C. Gough, Mr. H. Henke, Mr. and Mrs. J. J. Harrington, Mr. and Mrs. C. A. Hooper, Mrs. M. Manning, Mr. W. R. Mansfield, Mr. and Mrs. F. M. Mohler, Dr. F. T. Keyt, Mr. H. R. Northey, Mr. R. A. Nicholson, Mr. G. N. Orme, Lieutenant-Colonel W. H. Passby, Mr. and Mrs. M. F. da Rocha, Mr. and Mrs. N. L. Railton, Capt. J. D. Edwards, Mr. H. C. Sandford, and Mrs. G. Stubbings. Mr. Grimble has gone to Japan for his health. Mr. Mohler has gone to Yokohama, whence he returns on the *Empress of Russia*. Mrs. Mohler proceeds Home. Mr. Sandford has recently been in hospital.

TYHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

August 7th, 9 a.m.

Cyclone or typhoon near or over Balintang Channel, developing.

August 7th, 9 a.m.

Typhoon near or over Balintang Channel, moving W. or W.N.W.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

JAPAN AND KAIOCHAO.

PEKING, August 1st.

Count Uchida's statement anent Japan's intentions regarding Kinochao are treated as so much camouflage. Nothing definite is stated in them.

Japan, recognising the world's opinion, is now prepared to forego an exclusive Japanese settlement at Tsingtau in favour of an International settlement, but this represents a small concession as the Japanese would preponderate and control the International settlement.

The Chinese are inclined to adhere to their present attitude and trust to the League of Nations to render them justice.

SERIOUS LABOUR CRISIS AT HOME:

UNCONSTITUTIONAL THREAT OF THE LABOUR TRIPLE ALLIANCE.

RUMANIAN TROOPS ENTER BUDAPEST:

ALLIES FORCE HUNGARY TO DISBAND THE RED ARMY.

INDESCRIBABLE BOLSHEVIK ATROCITIES AT KHARKOFF.

THE NATION'S THANKS TO THE FIGHTING FORCES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITAIN'S SEA SERVICES.

MAGNIFICENT PAGEANT ON THE THAMES.

LONDON, August 7th.

The splendid part played by the Navy and the Mercantile Marine in the war was fittingly recognised to-day, the fifth anniversary of Britain's declaration of war, by a great pageant of the Sea Services on the Thames.

Over 650 crafts participated in a procession from London Bridge to Chelsea, among those in the long line of vessels being the Royal barge, with Their Majesties aboard, and the Admiralty barge, also vessels representing the Navy, the Mercantile Marine, the Ministry of Shipping, the Customs, Lloyd's, the National Lifeboat Institution, the Wireless Telegraphists, the Sea Scouts, the Missions to Seamen, the River Police, the Port of London Authority, and the Thames Conservancy Board. The fishermen were also represented.

H.M. the King, in Admiral's uniform, accompanied by the Queen, left Buckingham Palace at 3.30 p.m. and drove *via* the Mall, the Strand and Cannon Street to the Custom House Jetty, where they embarked on the Royal barge, which headed the procession.

Both banks of the river were lined by huge cheering crowds. The bridges under which the procession passed were filled with enthusiastic spectators, whilst the river, outside the course of the procession, was alive with craft. The weather was fine, but cloudy.

On arrival at Cadogan Pier, Chelsea, Their Majesties disembarked to the accompaniment of a salute of 21 guns fired by naval picket-boats and took their places on the grand stand on the Embankment, whence the King took the salute of the boats in the procession, as each went up-stream.

After this, the Lord Mayor led the procession back to London Bridge.

STRIKES IN SWITZERLAND.

THE FORE-RUNNER OF BOLSHEVISM.

BERNE, August 4th.

A strike of dye-workers at Bale, for increased pay, has led to a general strike, apparently promoted by Bolshevists, with the object of engineering a revolution.

A strong force of troops with machine guns is patrolling the city.

Up to the present, six rioters have been killed and several injured.

The strike has now spread to Zurich, where the tramways have ceased running.

M. CLEMENCEAU.

ATTEMPT ON HIS LIFE FRUSTRATED.

PARIS, August 5th.

Two loiterers near M. Clemenceau's home were arrested by the Police to-day. They were found to possess two loaded revolvers and a dagger. They attempted to bribe the Police.

FEDERAL DEVOLUTION.

PARLIAMENTARY COMMITTEE TO BE APPOINTED EARLY.

LONDON, August 4th.

In the House of Commons, Mr. Bonar Law stated that the Speaker would preside over the Parliamentary Committee on Federal Devolution. He hoped to announce the composition of the Committee before th. Recess.

RESPONSIBILITY FOR THE WAR.

DISCUSSION AT INTERNATIONAL SOCIALIST CONGRESS.

LUCERNE, August 2nd.

At the International Labour and Socialist Conference, to-day, there was much criticism of the alleged lack of vigour of the Acting Commission during the war.

There was a dramatic scene when M. Vandervelde accused the German Socialists of weakening the *Internationale* by destroying its moral prestige.

It was the first time Belgian and German Socialists confronted each other in the *Internationale* since the war.

M. Vandervelde said that the Socialists were never so strong, yet the *Internationale* was never so weak, because Belgium and France were still bleeding from their wounds, and it was impossible to restore the *Internationale* until the Germans admitted, or the Conference recorded its condemnation of, their responsibility for the war.

The German, Herr Moerkenbuhr, begged the Conference not to pursue the discussion, because the Socialists in the Reichstag were now demanding that everything be cleared up and all documents published, having no desire to shield the guilty.

M. Vandervelde reserved the right to raise the matter at the next Conference, because effective action by the *Internationale* was impossible until the question was settled.

The Chairman, Mr. Arthur Henderson, suggested that the Germans prepare a Party statement on Responsibility for submission to the next Congress, and thus obviate further discussion and promote unity.

GENERAL SMUTS.

RETURNS TO SOUTH AFRICA.

CAPETOWN, August 4th.

General Smuts arrived here from Paris to-day. He was given a splendid reception.

THE ROYAL AIR FORCE.

CADET COLLEGE FOR TRAINING OFFICERS.

LONDON, August 4th.

The Air Ministry announces that the Royal Air Force Cadet College for training officers for the Air Force will be opened in February. Fifty-five cadets will be admitted by the same competitive examination as for Sandhurst, Woolwich, and the cadetships in the Navy.

The candidates may compete for one or more of the above Colleges and the cadetships, alternatively, at the same examination, which will be held in November.

Candidates must be between 17½ and 19 years of age on January 1st, 1920, and must pass a medical examination.

The course at the College will last two years.

AUSTRIAN PEACE TREATY.

ALLIES AWAITING COUNTER-PROPOSALS.

ST. GERMAIN, August 4th.

The Financial and Territorial Delegates of the Austrian Mission left this evening for Vienna, where they will remain a week, returning to St. Germain about August 15th.

Herr Renner, who is awaiting the arrival of the Austrian counter-proposals, will not leave for Wednesday evening.

BOMB EXPLOSION IN LOS ANGELES

TWO PROBABLE FATALITIES.

LOS ANGELES, August 3rd.

A bomb explosion, followed by a fire, this morning, destroyed the house of the ex-Assistant Federal Attorney-General, Mr. Oscar Lawler, who, with his wife, were probably fatally burned.

It is believed that the act was one of revenge for Mr. Lawler having prosecuting certain dynamiters several years ago.

AVIATION.

ITALIAN AEROPLANE MEETS WITH DISASTER.

ROME, August 3rd.

A Caproni aeroplane, flying from Venice to Milan, crashed to the earth at Verona, from a height of 4,000 feet. Fourteen were killed.

THE FIUME IMPASSE.

SPEEDY SETTLEMENT LIKELY.

PARIS, August 4th.

Le Petit Journal states that a speedy settlement of the Fiume question is likely. Signor Tittoni has agreed to the proposal assuring freedom of trade in Fiume. He will visit London and confer with Mr. Lloyd George as regards the details which are still unsettled.

THE NATION'S THANKS TO THOSE WHO WON THE WAR.

LONDON, August 5th.

The Prime Minister, on Wednesday, moves the following resolutions of thanks:—

"Firstly, to the officers, petty officers and men of the Navy and the Royal marines, for their sleepless watch over the seas, and the courage, resource and devotion with which, during four years of constant peril, they maintained the blockade of the enemy's coast, convoyed armies from the most distant lands, and defended the commerce of the civilised world against the craft and subtlety of a ruthless foe.

"Secondly, to the officers, non-commissioned officers and men of the Armies in the field, for the matchless valour and endurance with which, amid circumstances of unexampled hardship, they sustained the shock of war in many climes, for the good humour, clemency, and patience of their bearing, for the undaunted spirit which carried them through four years of strenuous toil to complete and splendid victory.

"Thirdly, to the officers, non-commissioned officers, and men of the Air-Force, for their brilliant daring and conspicuous services over the seas and on land;

"Fourthly, to the gallant troops from the Dominions overseas, from India, and from the Crown Colonies, for the promptitude with which they responded to the call for the cause of justice and freedom, for the noble part they played in conjunction with their comrades in the British Islands in securing the triumph of right over wrong.

"Fifthly, to the women of the medical and other auxiliary services, for their devotion in tending the sick and wounded, and their other duties faithfully and bravely discharged;

"Sixthly, to the officers and men of the Mercantile Marine, for the fine and fearless seamanship by which our people were preserved from want, and our cause from disaster."

BIG GRANTS OF MONEY.

LONDON, August 5th.

In the House of Commons, the Speaker read a message from the King which the Premier had handed him, stating that His Majesty, taking into consideration the eminent war services of the commanders of the sea, land, and air forces, and desiring, in recognition thereof, to confer on them some signal mark of his favour, has recommended to the House of Commons to enable him to make the following grants:—Admiral Beatty, £100,000; Admiral Jellicoe, £50,000; Admirals Madden, Sturdee, Keyes, De Robeck, and Tyrwhitt, each £10,000; Field-Marshal Haig, £100,000; Field-Marshal French and General Allenby, each £50,000; Generals Plumer, Rawlinson, Byng, and Horne, each £30,000; General Sir Maurice Hankey, £25,000; Field-Marshal Sir Henry Wilson, General Sir William Robertson and General Trenchard, each £10,000.

The message was unanimously referred to the Committee of Supply.

EARLIER CABLES.

£600,000 TO BE ALLOCATED AS HONORARIUMS.

LONDON, August 4th.

The *Times* states that the Government will propose to Parliament to grant £100,000 each to Admiral Beatty and Field-Marshal Haig, £50,000 each to Admiral Jellicoe and Field-Marshal French, and smaller sums to Generals Allenby, Plumer, Horne, Byng, Rawlinson, Birdwood, Marshall, Milne and Trenchard. The total sum thus allocated will be £600,000.

LATEST CABLES.

HUNGARY.

RUMANIAN TROOPS ENTER BUDAPEST.

PARIS, August 4th.

A message from Vienna states that Rumanian troops entered the suburbs of Budapest on August 3rd.

RUMANIANS WILL NOT OCCUPY BUDAPEST.

COPENHAGEN, August 4th.

A telegram from Budapest states that Rumanian troops have arrived on the city boundary. They were met by the War Minister, Mr. Hamburcher, and the Burgomaster.

The Rumanian Commander General Rurescu declared that he had been only ordered to occupy the country as far as the city boundary, but had not been commanded to occupy the city.

FOR STRATEGIC REASONS.

BERLIN, August 4th.

General Rurescu has decided that Budapest shall be occupied, for strategic reasons. According to the *Zeitungsam Mittag*, he has been persuaded by the Commander of the Italian Military Mission, Colonel Romanelli, to content himself with accommodation for two regiments in the suburbs.

RUMANIAN TROOPS ENTER BUDAPEST.

BERLIN, August 5th.

A telegram from Budapest states that 10,000 Rumanian troops entered Budapest last evening, contrary to the agreement with General Rurescu.

The Rumanian Supreme Command has taken over the control of the city.

RED ARMY MUST BE DISARMED.

PARIS, August 4th.

Le Petit Parisien states that the Supreme Council has sent a message to Lieut.-Colonel Romanelli, the chief of the Italian Military Mission at Budapest, that the new Hungarian Government ought firstly to disarm the Red Army and then hold general elections with the object of summoning a Constituent Assembly as soon as possible.

The Rumanian Army will halt in its present position, and only move back to the line of demarcation fixed on June 13th if Hungary observes the terms of the Armistice.

COMPLIANCE WITH THE REQUEST.

BERLIN, August 4th.

The Hungarian War Minister has agreed that the Red Army shall be immediately demobilised and disarmed, excepting 4,000 in the city, and 20,000 in the rest of the country, for preservation of order.

ALLIED TROOPS FOR BUDAPEST.

BERLIN, August 4th.

The *Entente* is sending 5,000 men to Budapest in compliance with the request of the Hungarian Government.

INTERNMENT OF COMMUNISTS.

BERLIN, August 4th.

The ex-Commissary, M. Pogany, and other Communists who arrived at Vienna yesterday, will be sent to Wienerwald.

M. BELA KUN MAY STAY IN VIENNA.

VIENNA, August 3rd.

A *communiqué* states that M. Bela Kun and his associates have been granted asylum in Austria, in order to avoid disturbances and unnecessary bloodshed in Budapest. They will be allowed to stay in Austria in confinement until Hungary is able to receive them again, but they must not conduct political propaganda.

The *communiqué* is much criticised by the Press. For example, the *Neue Freie Presse* points out that M. Bela Kun was responsible for many murders, and expresses the opinion that his stay in Vienna may be dangerous to that city.

THE NEW GOVERNMENT RE-SHUFFLED.

PARIS, August 4th.

The new Hungarian Government has been re-shuffled. Three *bourgeois* representatives have been admitted.

EARLIER CABLES.

NATIONAL FLAG RE-APPEARS.

COPENHAGEN, August 3rd.

A telegram from Budapest states that the Red flag was removed from most of the buildings in Budapest yesterday.

A crowd of citizens hoisted the national flag on the public buildings amidst loud cheering.

PLEDGES TO THE ENTENTE.

COPENHAGEN, August 3rd.

A telegram from Budapest states that M. Agoston, the new Foreign Minister, interviewed, said that they would establish peace and a system of democracy and give a pledge to the *Entente* to convoke a constituent National Assembly.

The New Government would maintain the principle of socialisation, the extent of which would be determined by the Constituent Assembly.

THE ENTENTE'S GOOD FAITH.

He expressed the opinion that the intentions of the *Entente* were manifested in the fact that the *Entente* were immediately concluding an armistice and beginning peace negotiations.

Measures had already been taken to suspend hostilities. It was at the wish of the *Entente* that certain members of the old Government were remained in the new Cabinet.

RESTORATION OF PRIVATE PROPERTY.

BERLIN, August 3rd.

A telegram from Vienna states that at the first meeting of the new Hungarian Cabinet, it was decided to issue a manifesto to all nations announcing the restoration of private property in Hungary.

Apparently, the Soviet have not succeeded in selling any considerable amount of securities, and it is therefore hoped that property is mostly safe.

LATEST CABLES.

LABOUR UNREST AT HOME.

ARMED CORDON ROUND LIVERPOOL.

LONDON, August 4th.

Liverpool is now surrounded by a military cordon. The looters have been cowed by naval and military guards, including cavalry.

DAMAGE IN LIVERPOOL ESTIMATED AT £250,000.

LONDON, August 4th.

All police leave has been stopped, in order to reduce extra duty owing to dismissals. Hitherto, 350 arrests have been made in Liverpool. One death occurred. The damage is estimated at over £250,000.

LIVERPOOL TRAMWAYMEN ON STRIKE.

LONDON, August 4th.

The Liverpool tramway-men have struck owing to a dispute over back pay.

LATEST POLICE STRIKE FIGURES.

LONDON, August 4th.

In the House of Commons, Mr. E. Shortt stated that the Police situation had not materially altered though the number of men who refused duty had increased slightly.

The figures were: In the Metropolitan area, 1,056 out of 19,000; in the City of London, 57 out of 1,170; in Liverpool, 932 out of 2,100; in Birmingham, 108 out of 1,256; in Birkenhead, 106; in Bootle, 63; and Wallasey, 1.

No man in any other Force had refused duty. (Cheers.) On the contrary, many Forces had held meetings repudiating the strike.

NO QUESTION OF A COMPROMISE.

Mr. Shortt emphasised that the strike was not an ordinary industrial dispute, but mutiny. The Government could not entertain any question of a compromise (Cheers.) or reinstatement of those men who had been dismissed.

STRIKE ON SOUTH LONDON TUBE.

LONDON, August 4th.

The railway strike spread this morning to the South London Tube, which has closed, resulting in the over-crowding of buses and trams, and compelling many to walk to business.

POLICE MUTINEERS WANT RE-INSTATEMENT.

LONDON, August 4th.

Many Police strikers have applied for re-instatement.

ATTEMPTS TO UPSET CONSTITUTIONAL AUTHORITY.

LONDON, August 5th.

In the House of Commons, Lord Robert Cecil drew attention to the proposal of the Executive of the Triple Alliance to bring about a general strike by the dislocation of mining, transport, and railways unless the Government adopted certain policies in regard to Russia, military service, and conscientious objectors.

He asked for an assurance that the Government would resist this revolutionary attempt to upset constitutional authority.

Mr. Bonar Law said that any attempt to force a decision on political questions affecting the whole community by the methods suggested would, if successful, mean the end of democratic and constitutional Government. It was therefore unnecessary to say that it would would be the duty of the Government to resist such attempts with all the resources at its disposal. (Cheers.)

THE YORKSHIRE MINERS.

LONDON, August 4th.

A meeting of the Yorkshire miners to-day, passed a resolution re-affirming the decision of the Council not to accept the Government formula.

EARLIER CABLES.

STRIKE ON LONDON AND SOUTH WESTERN RAILWAY.

Six hundred members of the Nine Elms branch of the Associated Locomotive Engineers and Firemen struck work at midnight in sympathy with the Police Union. Consequently, the service on the London and South Western Railway is restricted.

STRIKE OF BIRMINGHAM POLICE.

LONDON, August 3rd.

Up to now 400 policemen have struck in Birmingham.

LOOTING AT LIVERPOOL.

LONDON, August 4th.

Gangs of hooligans, including women, beginning at midnight on Saturday, systematically looted the shops, chiefly tobacconists, jewellers, bootmakers, and hosiers in the Scotland Road district of Liverpool.

The rioters had everything pretty much their own way—women and children were sitting on the pavement trying on boots and clothing, discarding the misfits; pianos were dragged out of music shops, and with them the rioters held concerts in the street.

A gang, pillaging a provision store, was trapped by a force of police consisting of recruits, detectives, and special constables, who charged with batons, and arrested 23, defeating several attempts at rescue.

The troops at one point discharged a volley of rifles, but nobody was hurt.

The looters when charged escaped through side streets and returned to the main thoroughfares to complete the pillaging.

THE ARRIVAL OF TROOPS.

Rioting [illegible] and was resumed on Sunday morning, the forenoon when the both [illegible] Walton Vale Road were raided.

Two motor-lorries filled with troops came up and arrested all the looters. A hostile crowd [illegible] the troops [illegible] fired over the heads of the crowd.

A man [illegible] looter [illegible] and tried [illegible] dier. Two [illegible] standing shots were fired ineffectually [illegible] shots were fired at [illegible] and was taken to [illegible] unconscious condition.

Altogether [illegible] were made between midnight [illegible] noon and 1,000 more when the troops arrived in the city.

The authorities are confident of maintaining order.

The troops have hitherto protected the main portion of the city.

GENERAL STRIKE DECIDED UPON.

A meeting, convoked by the Labour Party in Liverpool to-day, resolved on a general strike in sympathy with the Police Union. Protests were made against the "Government's attack on the Trade Unionists."

LOOTING AT BIRKENHEAD.

LONDON, August 4th.

There was extensive looting last evening at Birkenhead where 100 police were on strike.

A RENEWAL OF LOOTING.

LONDON, August 4th.

Looting was renewed at Liverpool yesterday evening. Huge crowds were dispersed by baton charges by uniformed police.

(Continued on page 6.)



Economy.

Owing to the quality and concentration of its ingredients, **LEA & PERRINS' SAUCE** is very economical in use.

A few drops only are necessary to give a delicious and appetizing flavour to the plainest dish.

A far larger quantity of a cheaper sauce fails to give the same satisfaction.

"Observe the signature thus:—

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in white, across the red label on every bottle.

[823

CABLES.

(Continued from page 5.)

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SCOURGE OF BOLSHEVISM.

GENERAL RAWLINSON LEAVES FOR ARCHANGEL.

LONDON, August 4th.

General Rawlinson left the Tyne to-day for Archangel.

HORRIBLE BOLSHEVIK ATROCITIES AT KHARKOFF.

LONDON, August 5th.

Reuter's special correspondent at Rostoff on the Don, telegraphing on July 31st, says that the horrors perpetrated at Kharkoff by the *Chressychaika*, or the Bolshevik Extraordinary Commission, are irrefutable.

After the occupation of the city by General Denikin's troops, hundreds of victims of Bolshevik cruelty were disinterred in the presence of medical authorities, representatives of Trades-Unions and responsible foreigners. Photographs were taken.

Some of the devices for torturing victims were of fiendish ingenuity. One was called "glove-making," the skin of the hands with the nails being stripped living. The victims of several pairs of these "gloves" were found and photographed.

Every conceivable form of mutilation was perpetrated in the *Chressychaika* slaughter house. Hands, feets and breasts were cut off, jaws were smashed, eyes gouged out, and victims disembowelled or tortured in boiling water.

Many were thrown alive into wells and mine-shafts, and others heaped in huge holes in the ground. In the underground galleries, several layers of corpses were discovered.

The Commissaries nightly made merry while the Bolshevik Chinese and other ghouls were revelling in the most ghastly manner.

Arrests were made on farcical charges. Some of those arrested were shot for possessing verses satirising the Bolsheviks.

Among the favourite questions of the inquisitors was: "Have you ever abused Trotsky as a Jew?"

Repressions and atrocities were redoubled after the visits of M. Trotsky to Kharkoff.

The inhabitants deliriously welcomed the Cossacks. Practically all the workmen are now bitter against the Bolsheviks, as are also the peasants in the surrounding country.

The workmen have been latterly openly deriding the Bolshevik posters circulating ridiculous lies.

NO BLOCKADE AGAINST RUSSIA.

LONDON, August 5th.

In the House of Commons, at question-time, Cecil Harmsworth stated that no blockade had been declared, nor was being exercised, against Russia.

PRIOR TO THE RECENT FIGHTING.

EKATERINODAR, July 18th.

Describing the situation prior to the recent fighting, Reuter's correspondent says that three Divisions of Bolshevists arrived from the Eastern front. The Kuban Cossacks, harassing the Bolshevists, captured 1,000 in a single engagement, besides inflicting numerous casualties.

ANTI-JEWISH FEELING AT KHARKOFF.

The workmen at Kharkoff are bitterly incensed against the Jews and openly protest against General Denikin's prohibition of pogroms.

EARLIER CABLES.

BRITISH CAPTURE ONEGA.

LONDON, August 4th.

A Bolshevik message states that the British, following on the bombardment of Onega, landed and recaptured the town.

GERMAN AUSTRIA.

NATIONAL ASSEMBLY TO BE CONVOKED.

VIENNA, August 3rd.

M. Julius Poidl has informed Reuter that the Government is determined to convoke the National Assembly at the earliest possible moment. Communism had failed in Hungary mainly because the world revolution upon which they relied with absolute confidence had not occurred, also because no Russian military help was received.

SERBIAN POLITICS.

RESIGNATION OF CABINET.

BELGRADE, August 3rd.

The Cabinet has resigned.

ECONOMIC SITUATION IN EUROPE

THE GENERAL SHORTAGE OF COAL.

LONDON, August 4th.

The Supreme Economic Council, sitting in London on August 1st and 2nd, discussed, among other things, the difficulty of securing for Europe adequate supplies of coal, food and raw materials.

The coal situation is recognised to be of the utmost gravity, as the coal production in Europe has fallen to a dangerously low figure.

The Council referred these questions to special sub-committees, of which that on coal meets in Paris to-day.

The Council further decided to urge on the various Governments the vital necessity of increasing the production and reducing the consumption of coal in Europe during the present period of short supplies.

The Council took special notice of the grave situation in Italy as regards coal.

THE SILVER MARKET.

LONDON, August 6th.

Silver is quoted at 90d. bid, 91d. asked. Bar gold is unchanged at 77s. 9d. Bar silver is unchanged at 55d. bid, 55½d. asked. The market is firm.

OFFICIAL EXTRAVAGANCE.

AIR MINISTRY'S CARS.

DESTRUCTION OF AEROPLANES.

Information as to the cost to the taxpayer of the fleet of motor-cars maintained by the Air Ministry for the use of its officers and staffs is forthcoming in the first report of the House of Commons Select Committee on National Expenditure. It appears that the number of vehicles in use is forty-eight, thirty-three of which are allotted to thirty-three officials for their own use, and fifteen are pooled for the use generally of the staff. The weekly cost of maintenance is £2,495, or £129,740 a year.

One of the officials who has a car allotted to him informed the Sub-Committee that his duties were almost wholly at the Hotel Cecil, varied by occasional visits to the War Office and the Treasury. Asked for what he used the car, he said it fetched him from his house in London in the morning, took him out to lunch, and took him home again in the evening. The Committee's comment is as follows:

"We are of opinion that even if it was necessary during the war to provide motor-cars, that necessity no longer exists. We consider that the system creates an atmosphere of extravagance which is bad for the staff and the service generally. We recommend that the provision of cars for the use of Ministers, officers, and officials be discontinued."

It is stated that many of the cars are very large and powerfully engined, consuming a quantity of petrol and wearing out many tyres. Log books recording the journeys of the cars are kept. The Committee inquired if those were ever examined, and were informed that two examinations of the allotted cars had taken place in July, 1918. The following are the official reports of these examination, from which it will be seen that the Ministry's attention was on both occasions called by one of its own officials to the fact that unnecessary expenditure was being incurred:

"Minute 5. July 10th, 1918.—From an examination of the log books of the allotted cars and requisition slips for the use of 'pool' cars it is evident that further considerable economies might be effected. It is noticed that cars are frequently used for the purpose of conveying officers to and from the various termini, and in some cases are used to fetch the allottees from their residences in the suburbs, and one appears to make frequent visits to the City. Cars are also sometimes used for long journeys where the unit visited is at some distance from a railway station, and it seems that the practice adopted by some officers of travelling by train to the nearest station and arranging to be met by a car, from the unit might be made universal.

"Several journeys seem to be too short to necessitate the use of a car; for instance, one Crossley touring car has been employed during an entire week on journeys between the War Office, Haymarket, and Hotel Cecil, varied by one trip to Liverpool-street Station, total mileage 106; petrol consumption, 11½ gallons. As regards the cars in the 'pool,' the daily average number of journeys for one month, May 20th to June 14th (Saturdays and Sundays excluded)—is sixteen. The maximum is twenty-four on one day, and on four days only has the number of journeys been twenty or over. Liberal provision being made for cars being out of action, the number in the 'pool' forty-three—seems to be excessive.

"August 16th, 1918.—We have examined the log books of sixty-eight cars forming the 'pool,' and allotted cars for the week ended July 27 (seven days). During this week three cars were not used at all. Full details of the journeys made by the other cars are attached. Of these as many as twenty-five cars had a total mileage of less than 100 for the week. This examination fully confirms all I said in Minute No. 5. It is necessary to emphasise the fact that most of the cars are obtained at Kennington, and it frequently happens that a car is requisitioned to make such short journeys as to the War Office and other really adjacent places, and first to make the journey from Kennington.

This report, the Committee state, was sent to the Air Council, who took no action.

The Marquis of Londonderry, Finance Minister to the Air Council, who was examined, stated that in his opinion the cars were too large and used too much petrol and too many tyres, and that now the war was over the old practice, whereby Ministers found their own means of locomotion, might be reverted to.

DESTRUCTION OF AEROPLANES.

Another matter involving considerable loss and much unremunerative expenditure dealt with by the Committee is the destruction of aeroplanes. On November 11th last 25,000 machines were on order. The Air Council met on November 11th, 15th, and 29th, to consider the action they should take in view of the armistice. They decided to inform the Ministry of Munitions that they required no more aeroplanes.

This decision was, however, not adhered to, and on December 6th the following letter was written to the Ministry of Munitions:—

"I am commanded by the Air Council to state for the information of the Minister of Munitions that they have given consideration to the question of the acceptance of further deliveries of aircraft and engines. The Air Council desire to make it clear that under present conditions further deliveries are not, in fact, required by them. They appreciate, however, that labour and other considerations may prevent the Ministry of Munitions from arranging a complete cessation of further deliveries, and for this reason the Air Council are prepared to continue to accept aircraft and engines of which continued production is required by these considerations. But they desire to be furnished as early as possible with full particulars of the machines and engines which they will be expected to accept, and they desire to be consulted with regard to each specific type of aeroplane for which it may be proposed to place entirely new orders."

The Committee asked what was meant by "labour and other considerations," and were informed that instructions were sent that labour was not to be dispersed until after Christmas, 1918.

Accordingly machines were taken from contractors which were not wanted, and, as national factories were also to be kept going, it was necessary to find work for the people there, with the result that machines, taken from contractors to keep the people there employed, were sent to the national factories to be destroyed to keep the people there employed.

After Christmas, 1918, other counsels prevailed, and steps were taken to cancel contracts. At the time of the armistice, aeroplanes spare parts, etc., were on order to the extent of £150,000,000. This was cut down to about £65,000,000. The 25,000 aeroplanes on order were reduced to 13,432.

Members of the Committee have visited Henlow, where aeroplanes are being scrapped, and much labour is being spent on dismantling machines, while the product is in many cases of little value. They are of opinion that if the engines and the valuable parts were taken out and preserved and the rest burnt, considerable savings would ensue. It appears to them that the depot has been designed on much too extensive a scale, and that only a portion of it is likely to be used in the future.

The Committee add that they have ascertained that the estimates for 1919-1920 were presented to Parliament by the Air Ministry before the consent of the Treasury had been obtained. This, they think, is a matter which calls for severe condemnation.

(Continued at foot of next column.)

NO WOMEN WANTED.

CLOSING THE DOORS OF INDUSTRY.

[BY E. T. GOOD.]

Many trade unionists are not approaching the problem of woman labour fairly and squarely. The Bill for the Restoration of Trade Union Practices is grossly unfair to women, and has been made so to please trade unionists particularly Socialist trade unionists, who are so loud in their demands for equality.

It is evident that the chief pre-war trade union practices which it is intended to restore is the exclusion of women from those branches of industry which were closed to them before the war. That is bad, but it is still worse to find that it is intended to exclude them from some of those occupations which were open to them before and quite apart from the war, while most astounding of all is the intention to push the women out of those fresh industries, or new branches of industry, which have been created and developed by the women during the war.

We are told that this is an "agreed" Bill. It is only an agreed Bill in the sense that its provisions have been dictated by a very narrow clique of trade unionists, and accepted by the employers on the principle of "peace at any price," the hundreds of thousands of women involved having no part or lot or say in the matter.

"The Bill puts the women absolutely at the mercy of the men, who are given power to exclude women from every branch of industry that can by any stretch of language be described as engineering.

If we take a broad view of this problem of woman labour, what do we see? Vast numbers of women enlisted in the ranks of industry to do their "bit" in the war. They did all they could for the country in its hour of trial and danger. Hundreds of thousands of husbands and potential husbands have been killed. In other words, greatly increased numbers of women have been condemned to the lonely and independent life. Again, the high taxes and living costs imposed by the war are bound to result are already resulting in many well-off families reducing their staffs of servants, and in many middle-class families going without servants. Also, the same factors are causing many working-class families to send, or desire to send, more of their daughters out to work, the mothers doing their own household duties unaided. The net result of the war is a vastly increased number of women and girls available for, and needing, industrial or commercial employment.

The real problem is not How can we exclude women from industry in order to give the men a chance? but How can we get every man and every woman going in some suitable occupation, creating the commodities we desire and need. *Express.*

BAGPIPE'S SKIRL

TUNE OR TORTURE?

The weighty question of whether the skirl of bagpipes in the hands of an experienced Highland Scotch piper is real music or just noise is to be settled by an American court of law.

Justice Whitaker, whose judicial decision is expected to settle a question of the ages, has heard arguments in the Supreme Court on the application of a temporary injunction brought by the 201 West Fifty-fouth Street Company, a realty corporation, against the New York Caledonian Club, for the suppression of alleged unnecessary noises in the club's quarters at 846 Seventh Avenue.

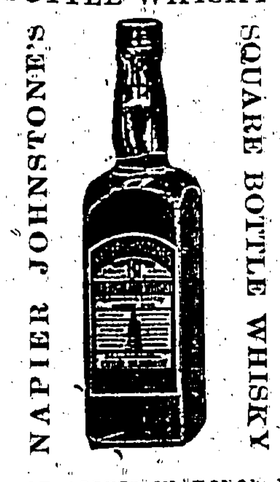
He confessed himself to be in a quandary as a result of the vehement upholding of bagpipes as musical instruments by counsel for the Caledonian Club and the equally vehement denunciation of them by the opposing counsel. The court finally reserved decision.

It was charged in affidavits of people living in the immediate vicinity of the club that their sleep was disturbed almost nightly by noise incidental to the gathering of the clans. This noise, more specifically, was due to wailing bagpipes, imitations of Harry Lauder, dancing (square and sword) and mysterious exclamations during the entire proceedings, described by some of the outside hearers as sounding like "Hoot, mon."

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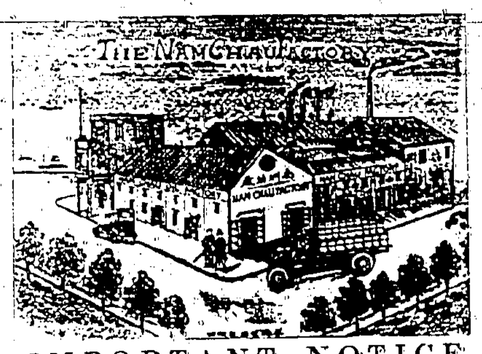
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[150

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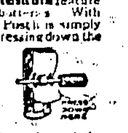
Columbias put the spark of life into engines; autos, trucks, and tractors; they ring bells, aid speech to telephones, light lamps, cause motor boats go.

Wherever battery power is needed, Columbias are the simplest source—full of energy to the very brim. Steady, reliable—proof against trouble.

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The Fahnestock Spun Clip Binding Post, shown in the illustration, is Columbia feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made





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— And Presenting —

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TUESDAY, Aug. 12th.	WEDNESDAY, Aug. 13th.	A BIG DOUBLE BILL The Laughing Musical Mix-up "THE TOURISTS" and a Head-Line Programme of "VAUDEVILLE"
WED. MATINEE AT 5.15.		
THURSDAY, Aug. 14th.	FRIDAY, Aug. 15th.	The Breezy, Refreshing, Musical Treat "THE KING OF PATAGONIA"

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Owing to ship's delay the performances as advertised for Thursday, 7th. and Friday, 8th., will be staged on **Thursday, 14th. & Friday, 15th.**, tickets dated 7th. & 8th. will be used for **14th. & 15th.** respectively.

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Reserved Seats will be Sold unless paid for by 2 o'clock, 2 days previous to performance. [1055

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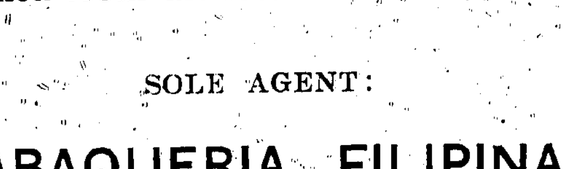
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THE EMPIRE'S DESTINY.

"THE CROSS ROADS."

THE VIEWS OF MR. HUGHES.

Mr. W. M. Hughes, the Prime Minister of Australia was the principal guest at a farewell luncheon given in his honour by the British Empire Producers' Organisation in the Connaught Rooms on June 18th. Viscount Milner presided over a large and representative gathering.

In proposing the health of Mr. Hughes, the Chairman said their guest had become so familiar a figure in this country and had occupied so great a space in the public eye that they almost began to forget that though the whole Empire might be his spiritual home his actual place of residence and his official headquarters were in the Antipodes. (Laughter.) During the war the British Empire learned to depend upon itself; it learned what its own resources could do in a manner which it had never realised before; but on the other hand, it realised that one of our greatest troubles at the crisis of the war was the scarcity of shipping, and this to a great extent counteracted the great development of our Imperial resources. Now the question might be asked, once the shipping difficulty was relieved, whether we should slip back to what he could not help describing as our old regrettable indifference as to the sources from which we drew our raw materials and the other things we required. It always struck him as a most extraordinary fact that there should be this degree of indifference in any part of the Empire as to its sources of supply, and that it should be regarded by anyone as a matter of no consequence whether, especially for vital commodities, one part of the Empire was dependent upon foreign countries or upon other parts of it, and until the essential necessity of depending, as far as it was humanely possible, upon other countries under the same flag was more generally recognised we should never enjoy anything like the full advantage of our great Imperial citizenship. (Cheers.)

PRE WAR TRADE CONDITIONS.

Mr. Hughes, who was warmly received, said: The position before the war reflected little credit either upon our patriotism or upon our common-sense. (Hear, hear.) The mighty thunders of war rent the veil that had hidden the machinations of Germany, and the full efforts of her policy of peaceful penetration were made visible to all but those who would not see. When I had the honour of speaking before this association in 1916 and 1918 I set out the position as I saw it, and I think as the great bulk of the peoples of these islands and throughout the Empire recognised it to be. I reminded you of the greatness of our heritage, the unrivalled potentialities of this great Empire, of its abundance of nearly all these raw materials which the modern industrial world demands, and without which not only the prosperity but the very existence of Britain as a nation, great in manufacturing and trading, absolutely depends. And then I asked a question, which unhappily could only be answered in one way. Into whose hands had passed the control, not only of many of these things, vital to the body national and economic, as is the blood to the body physical, but also largely of our manufacture and trade and finance within our own citadel? As Herr Zimmermann, the German publicist, stated during the war, Germany had climbed to greatness by means of England's policy of the "open door." Let me quote his own words: "We are sojourners in England's house, paying guests of the Anglo-Saxons. The secret of our success lies, apart from our organisation and the training of our working classes, in the fact that England and the countries which are the great producers of raw materials, granted us an open door, allowed us to draw on their vast reservoirs of raw material. If this permission is withdrawn we shall be, at one stroke, once more the Germany of 1880. Our dependence on the Anglo-Saxon was so great that it is no exaggeration to say that our system of protection was only possible because the Anglo-Saxon put at our disposal their fields of cheap production across the sea." But, says Herr Zimmermann, they did more. "They gave admission to our merchants, trade agents, commercial establishments, everywhere in their broad domains, looked kindly on them as long as they were modest, and thereby they assisted materially to open markets for our industrial products." We know what this policy did for Germany, and we know, too, what it did for Britain and the Empire. The question we have to ask ourselves to-day is: Are we going back to this policy that so nearly destroyed us and so nearly gave Germany mastery of the world—that would most certainly have given her complete mastery had she been content to but rely upon it a few years longer? If we are not going back, what is our policy to be? What is it to-day?

OUR ECONOMIC POLICY.

What is Britain's economic policy? What is the Empire's economic policy? The time has come when an answer should be forthcoming. When we scan the economic heavens for a sign, what do we see? Are we to accept as an omen of the dawning of a new day the adoption of the principle of Imperial preference? Is this the grain of mustard seed destined to grow into a mighty tree beneath whose sheltering foliage the peoples of our Empire shall find protection and comfort? It may be so, but one could wish for some far wider and more definite policy, and for, I will not say, a bolder but a clearer and more definite indication of the basis upon which the future economic policy of Britain is to rest. The war has created conditions which, as I see them, can only be dealt with by organisation. Even those who desire the *status quo* and deny the necessity for any change, holding it indeed to be an evil thing, will surely admit that there should be certitude, that manufacturers and producers should be told plainly what is to be done. (Hear, hear.) Nations, like men, can adapt themselves to almost any conditions as long as they are stable, but uncertainty and instability are fatal. British manufacturers, if they are to hold their own under the crushing burden of war debt, the increased cost of material and labour, must have a settled policy to which they can adapt themselves. (Hear, hear.) They must know where they are. We must know, too, to what extent, if at all, the Peace Treaty limits our scope of action, to what extent, if at all, it makes for the re-establishment of the condition that existed before the war.

We see around us chaos where there should be order, unemployment, industrial unrest, going to the very root of things, and aggravated a hundred times by the lack of a definite policy upon which could be erected that organisation which was, and is, so obviously necessary. Complete collapse is only avoided by resort to disastrous expedients. The nation is still for the most part living on its capital, and, like a man living by sucking his own blood, the end is easy to foresee. Of course, after such a war, confusion to some extent was inevitable, and things may get better as time goes on. But how are the manufacturers of Britain to know what they are to do in the absence of some definite assurance of what the policy of Britain is to be? How are the Oversea Dominions to know where they are to look for markets for those raw materials necessary for the manufacturers of Britain? Is trade to blow where it listeth as it did before the war, the home market of Britain being exploited by Germany and other countries? Are Germans, helped or not by the Treaty to be permitted to carry on trade in this country as they did before the war, either under their own names or under some guise more or less transparent? If so, then nothing is more certain than that in a comparatively short period of time Germany will again creep back into her old position, and the war, with all its horrors, all its trials and sacrifices, will have been fought almost in vain. (Hear, hear.)

Some credulous persons, and some very dangerous ones, tell us that all is changed in Germany! That the thrones of the mighty have been overturned, that where but yesterday the proud and despotic Hohenzollerns reigned unchallenged and seemingly unchallengeable, Ebert, the saddler, a man of the people, a Socialist, now rules. But even if this change were permanent, even if it were a change of the heart and not from the lips outward, even if the spirit of the people of Germany were for the moment purged of militarism—which no one but dwellers in the clouds believe—how will that profit us if Germany regains her economic hold of the resources and trade of the Empire and of the world? For the welfare of the great mass of the people depends mainly not upon political but economic conditions.

SECURE THE HOME MARKETS.

How can the Empire make for the men who saved it a place worthy of them if it has not control of its own trade and industry? The workers demand, and rightly, their place in the sun, better wages, better conditions of labour. But how are these things to be assured unless the Empire has a policy which will ensure the development of its great resources in raw materials, ensure trade for its mercantile marine, and such control of its home markets as to ensure employment for its own people? There are the home markets and the foreign markets. Both are good, but the foreign market without the home market is like a house built upon quicksands—it cannot endure. That nation which has a policy which ensures its home markets for its own producers is best equipped for the intense competition that will most certainly exist in the foreign markets. Organisation is essential to success in modern industry and commerce. Effective organisation is impossible without some control of the home markets. And, Germany is still the best organised country in the world. Nothing is more certain than that unless a definite policy is adopted that will give British manufacturers a preference in the home markets and to the Overseas Dominions, a larger market within the Empire for their raw materials, not only will Imperial trade suffer, but the Empire itself tend to disintegrate. For the surest tie is that of mutual self-interest. (Hear, hear.) The Dominions must develop their great heritage, and to this end they must find regular and profitable markets for an ever-increasing supply of raw materials. Already there are more than 15,000 of white population in the Overseas Dominions. In twenty-five years the Dominions will have a white population at least equal to that of Britain of to-day. Is the Empire to endure throughout the years to come, or are we to drift apart? It would seem from the utterances, or at all events from the attitude, of some people in Britain, that the Empire is only another name for Britain. I need hardly say that this is a view the great Dominions do not share. And it certainly is opposed to the obvious facts. An economic policy for Britain that does not recognise the facts of Empire will—it may be slowly but, nevertheless, surely—destroy the Empire. All things are now possible. We have come to the cross-roads. The passing hours are deciding the destiny of the Empire. Are these self-governing Dominions—inspired, as they now are, by a keen sense of national sentiment, born of the part they have played in the great war—to be bound to Britain and to each other by ties of blood and traditions only, or are we to have a great Imperial partnership in which the national and economic interests of each are conserved? Is Britain, to whom the Dominions owe so much and by whose side they have fought and suffered in this great fight for liberty, going to adopt a policy truly Imperial in character, which will bind us together, ensuring not only the prosperity of each one of the free nations that make up this Empire, but the permanence of the Empire itself? Are we to have a policy of Britain for the British, Canada for the Canadians, Australia for the Australians, and the Empire for us all, forming a League of Nations ourselves as well as being part of that greater League of Nations—which they say is to be, but is not yet—or are we to go back to things as they were before the war, a policy that in fact—whatever it might be in name—was a policy of negation, of letting things alone, a policy of Britain and the Empire for the Germans, a policy dictated by Germany or by international finance? Is Britain to be swept clean of every enemy interest, or is the voice of the so-called pacifist, or the defeatist, or the interests of Germany, or international finance, to prevail? These are some of the questions to which we all earnestly desire early answers. (Cheers.)

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SHIPPING NEWS

ARRIVALS

August 7th.

Chuen On, Chinese str., 231 tons, Capt. Jorge, from Hoihow, with a general cargo.—Luen Yick.

Capitão, British str., 215 tons, Capt. Guerreiro, from Swatow, with a general cargo.—Braga.

Tenyo, British str., 1,350 tons, Capt. Scott, from Shanghai, with a general cargo.—B. & S.

Tjikandang, Dutch str., 3,061 tons, Capt. de Lange, from Java and Balik Papan, with a general cargo.—J. C. J. E.

Wo Sang, British str., 215 tons, Capt. Sammerville, from K. C. Wan, with a general cargo.—Wang Hing.

CLEARANCES

August 6th.

Aquapenor, for Shanghai.
Cheong Chow, for Singapore.
Chik Shang, for Quinhon.
Chihli, for Canton.
Empress of Asia, for Vancouver.
Fan Sang, for Yokohama.
Haiman, for Haiphong.
Hoi Pang, for K. C. Wan.
Kenju Maru, for Moji.
Kwangsee, for Shanghai.
Kwong Sang, for Shanghai.
Providence, for Saigon.
Quinneliang, for Foochow.
Ryuyo Maru, for Kobe.
Sangmoo, for Haiphong.
Tak Sang, for Haiphong.
Tamsang, for Manila.

August 7th.

Aden Maru, for London.
Ching Chow, for Manila.
Daifuku Maru, No. 5, for Keelung.
Dina, for Bangkok.
Haldin, for Mauritius.
Iyo Maru, for Kobe.
Jade, for Haiphong.
Kuechow, for Bangkok.
Nam Wan, for Hoihow.
Permanent, for Yokohama.
Shin Cheong, for K. C. Wan.
Takeno Maru, for Kobe.
Tean, for Canton.

PASSENGERS LIST

DEPARTURES.

Per s.s. *Empress of Asia*, on August 7th:—Miss H. M. Allyn, Mr. R. H. Ashton, Mr. B. Ahamed, Dr. S. Arambalo, Dr. C. Angel, Mr. and Mrs. C. D. Ayton, Mr. H. Brown, Capt. Booth, Mr. J. P. Ballantine, Mr. S. T. Bantesta, Lieut. F. W. Brook, Lieut. H. M. Burrows, Mr. J. Bandot, Mrs. F. H. Besson, Rev. J. W. Brockhage, Major and Mrs. G. D. R. Black, Capt. H. M. Bishop, Mrs. Beck, Rev. and Mrs. R. W. Bachtell, Lieut. J. L. Croasdaile, Mr. Marcel Carisio, Mr. G. L. Catto, Mr. and Mrs. Enrique Carmelo, Mr. L. Chittamol, Mr. Carl Crow, Mrs. D. M. Cameron, Mr. W. A. Cornell, Mr. A. H. Cunningham, Mr. and Mrs. Davis, Lieut. H. Drummond, Mr. C. W. Donaldson, Mr. H. Dilekyan, Mrs. H. F. Dyer, Mrs. M. D. Drake, Dr. W. E. Dixon, Mr. H. M. Dupuis, Mr. R. J. Eguaras, Mr. P. Estrellado, Capt. J. D. Edwards, Surg.-Comdr. G. M. Eastman, Lieut. Forbes, Mr. A. A. Fernando, Miss Margaret Fitzgerald, Mrs. M. L. Fitch, Mr. and Mrs. J. D. Forsyth, Miss A. Faris, Mr. I. Goldman, Mr. and Mrs. M. A. Gonzalez, Mr. and Mrs. P. W. Goldring, Mr. Geo. Grimble, Mr. H. E. Gumbart, Mr. H. B. Gallop, Mr. O. F. Gayton, Prof. W. George, Rev. P. C. Gough, Dr. H. Gaskell, Mr. and Mrs. Morgan A. Gust, Mr. H. Henke, Mr. and Mrs. H. L. Heath, Dr. M. Hackett, Sergt.-Major A. E. Hurle, Mr. A. G. Hearne, Mr. C. Henly, Misses N. and D. Harrison, Miss Hall, Mr. L. P. Holland, Mr. N. G. Hewison, Mr. J. Hoosen, Mrs. Hodge, Miss E. Hynes, Mr. and Mrs. J. J. Harrington, Mr. and Mrs. C. A. Hooper, Mr. Alex Ivanov, Mr. and Mrs. J. T. Jansen, Mr. F. Jefferies, Dr. F. T. Keyt, Mr. S. Klubien, Mr. John Keenor, Miss Harriet Lake, Mr. and Mrs. L. Long, Lieut. Comdr. H. V. Lavington, Mr. G. A. Lovett, Mr. and Mrs. P. C. Lowry, Mrs and Mrs. W. A. Lee, Mr. B. C. T. Martin, Mr. G. M. Muller, Mr. J. Mody, Mr. C. Melnitz, Mr. Wm. Mayger, Mr. R. Moon, Miss R. Melencio, Mr. Pedro Melencio, Miss M. B. Marr, Mrs. M. Manning, Mr. E. D. Money, Mr. W. R. Mansfield, Mr. and Mrs. F. M. Mohler, Miss M. Marshall, Lieut. Newton, Mr. H. E. Northey, Mr. and Mrs. G. Nordstrom, Mr. Jas. Napier, Mr. R. A. Nicholson, Mr. T. J. O'Neil, Lieut. A. B. Osmund, Mr. L. Ossorio, Miss Ossorio, Mr. G. Orme, Mr. J. V. Ongqueko, Lieut. N. Parsons, Miss G. Porter, Lieut. J. H. Proctor, Mrs. M. S. Pearce, Mr. S. Palanca, Miss Paula de Paula, Lieut.-Col. W. H. Passby, Mr. C. M. Petit, Mr. J. H. Pennington, Mr. and Mrs. Roeske, Mr. and Mrs. M. F. da Miss Rocha, Mr. L. S. Rosely, Mr. and Mrs. N. L. H. Railton, Mr. H. W. Robertson, Mr. R. Spencer, Mr. J. G. Smith, Mr. and Mrs. Siquiveland, Mr. T. A. Slack, Lieut. Stevens, Mr. V. Sunico, Mr. H. C. Sandford, Mr. and Mrs. E. L. Saunders, Rev. J. W. Sullivan, Mr. and Mrs. R. L. Sommers, Mr. F. A. Sindleband, Mr. Geo. Spencer, Major and Mrs. Schelling, Capt. J. D. Smith, Mr. Chas. Sherry, Mr. H. E. Smith, Rev. E. A. Sibley, Mrs. M. M. Saleeby, Mrs. G. Stubbings, Mr. F. H. Stevens, Mr. H. A. Solomon, Mr. M. Teasdale, Mr. and Mrs. G. H. Tilbury, Mrs. E. M. Thompson, Mrs. M. T. Thornton, Mr. J. A. Tomkins, Mr. C. Tiongeon, Mr. D. Tambuatco, Mr. and Mrs. Visser, Mrs. G. de K. Vanderhoef, Mr. José Q. Valdez, Mr. R. Villatuya, Lieut. F. Wiseler, Mr. E. B. Waite, Mr. E. B. de Buy Wenneger, Mr. R. T. Williams, Miss J. Williams, Mr. V. H. Xavier, Mr. A. E. Zucker, Mr. and Mrs. H. A. R. Conant, Mr. and Mrs. Charles Weatherby, and the Misses Weatherly.

SHIPPING MOVEMENTS.

Cabled advice has been received from Manila that the s.s. *Columbia* sailed from that port yesterday morning, and will arrive at Hongkong about the morning of the 9th inst.

A telegram has been received from Yokohama advising that s.s. *Yankitty* sailed from that port on August 5th, and may be expected to arrive in Hongkong on August 13th.

WEATHER REPORT.

August 7th, 10.30.—Warning to Hongkong Pluhen, Coast Ports, &c.:—Typhoon in Lat. 20 deg. N. Long. 121 deg. E., direction W., velocity 4 to 8 miles per hour.

August 7th, 12.20.—No returns from Vladivostock, Japan and Weihaiwei. Pressure has increased slightly along the east coast of China; decreased slightly along the south coast, and moderately over Formosa.

There is a typhoon between Formosa and Luzon. At 8 a.m. this morning it was situated near Batan Island moving westward.

Honkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 47.40 inches, against an average of 55.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	W. to N. winds, freshening; fair at first, some rain later.
Formosa Channel	NE. gales.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Haiman	The same as No. 1.

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Steamers	From	Expected on or about	Will Leave On or about	For
TJILIWONG...	JAVA		17th Aug.	JAPAN
TJILATJAP...	JAVA	12th Aug.	18th Aug.	JAPAN
TJIKINI... ...	SHANGHAI	16th Aug.	18th Aug.	JAVA
TJIMANOEK	JAVA	18th Aug.	4th Sept.	JAVA
TJIPANAS ...	JAVA	25th Aug.	—	—

* Wireless Telegraphy.

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S.S.	Leave Hongkong about	Due Marseilles about	Due London about
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"KHIVA"	22nd Oct.	25th Nov.	4th Dec.

FOR
BOMBAY VIA STRAITS & COLOMBO.

		Due Bombay about
"DUNERA"	7th Sept.	26th

FOR
CALCUTTA VIA STRAITS & RANGOON.

		Due Calcutta
"ARRATOON APCAR"	2nd Sept.	15th Sept.

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"ARRATOON APCAR"	11th Aug.	Shanghai & Kobe
"ITOLA"	20th Aug.	—do—

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Steamer	For	Date of Arrival	Date and Time of Departure
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"EASTERN" ...	Melbourne, via Queensland Ports		26th Aug., 11 A.M.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

For	Steamers	To Sail
KOBE	"KUMSANG" ...Fri.,	8th Aug., Noon.
MANILA	"LOONGSANG"...Fri.,	8th Aug., 3 p.m.
SHANGHAI via SWATOW	"CHOYSANG"...Sun.,	10th Aug., D'light.
KOBE	"AMSANG" ...Tues.,	12th Aug., 5 p.m.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHIPSHING" ...Wed.,	13th Aug., D'light.
SHANGHAI	"TUNGSHING"...Thurs.,	14th Aug., D'light.
MANILA	"YUENSANG"...Fri.,	15th Aug., 3 p.m.
SANDAKAN	"HINSANG" ...Sat.,	16th Aug., Noon.
SHANGHAI	"HANGSANG"...Sun.,	17th Aug., D'light.
STRAITS & CALCUTTA	"YATSHING" ...Sat.,	16th Aug., 3 P.M.
STRAITS & CALCUTTA	"FOOKSANG"..Sat.,	23rd Aug., 3 P.M.

CALCUTTA LINE:—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.
SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtsze Ports.
MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.
BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.
TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
For Freight or passage apply to
JARDINE MATHESON & CO., LTD.,
Telephone No. 215. General Managers.

GLEN AND SHIRE

Joint Service of Steamers.

U.K., STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENIFFER"	10th August
"CARDIGANSHIRE"	4th Sept.
"GLENADE"	15th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"PEMBROKSHIRE"	13th August	...GENOA & LONDON
"GLENIFFER"	15th September	... LONDON

Movements are subject to change without notice.
For freight or further particulars please apply to:—
Jardine, Matheson & Co., Ltd.,
AGENTS: The Glen Line, Ltd:
The Royal Mail Steam Packet Co:
Owners of "Shire" Line:
Tel. No. 215, sub. ex. 23. [17

CPOS

SAILINGS
HONGKONG to VANCOUVER
(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

Steamer	From Hongkong	Due Vancouver
*Monteagle	Aug. 14	Sept. 7
Empress of Japan	Aug. 20	Sept. 10
Empress of Russia	Sept. 4	Sept. 22
Empress of Asia	Oct. 2	Oct. 20
*Monteagle	Oct. 28	Nov. 17
Empress of Japan	Oct. 15	Nov. 5
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
*Monteagle	Jan. 1	Jan. 25

FARES HONGKONG TO UNITED KINGDOM

"EMPRESS OF RUSSIA" / "EMPRESS OF ASIA"	Gold $491	Subject to change without notice.
"EMPRESS OF JAPAN" / "MONTEAGLE"	Gold $436	

CANADA'S NEW TRAIN DE LUX
"THE TRANS-CANADA LIMITED"
Vancouver to Montreal 95-15 hours.

For particulars regarding passage fares, sailings and reservation of accommodation, also literature and descriptive literature apply to P. D. NETHERLAND, General Agent, Passenger Dept. Phone 752.

For freight rates and through bills of lading via Vancouver in connection with C. P. R. to all Overland Points in Canada and U.S. also to Europe & West Indies, apply to J. H. WALLACE, General Agent. Phone 42.

HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN NIGHT"	About August 15th.
"ELDRIDGE"	" August 15th.
"EDMORE"	" August 21st.
"WEST HEPPBURN"	Middle September.

For PORTLAND direct.

"COAXET"	About August 25th.

Through Bills of Lading issued to Overland Common Ports.

For Freight and Particulars apply to
THE ADMIRAL LINE.
JOHN J. GORMAN, General Agent.
TELEPHONE 2477 & 2478. Fifth Floor, Hotel Mansions.

Y. K. K.



YAMASHITA KISEN KAISHA
(THE YAMASHITA STEAMSHIP CO., LTD).

NANYO MARU No. 1	REGULAR SERVICE FOR FREIGHT BETWEEN HONGKONG, BANGKOK AND OR SINGAPORE.
NANYO MARU No. 2	
NANYO MARU No. 3	
SODEGAURA MARU	
KYODO MARU No. 13	
TAMON MARU No. 1	
ASOSAN MARU	
CHEIAN MARU	

FOR PARTICULARS PLEASE APPLY TO—
M. KOBAYASHI,
AGENT,
TOP FLOOR, KING'S BUILDING
Tel. 140 and 155. 112



KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.
(Shipping Department).
HEAD OFFICE (KOBE.)

Branches and Representatives:—
TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOCK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

(SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—
CHU KYOKU TRADING CO.,
M. HASHIMOTO,
General Agents.
Telephone No. 2106]

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
Managing Agents.

15

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
General Agents.

or to REISS & Co., Canton.

43

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI and TSINGTAO	"TEAN"	On 10th Aug., D'light.
SHANGHAI & TSINGTAO	"CHENAN"	On 12th Aug., D'light.
SWATOW and BANGKOK	"KANCHOW"	On 12th Aug., 11 A.M.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents

TELEPHONE 36

4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAITAN"	Capt. A. H. Stewart	FRIDAY,	8th Aug., at 1 P.M.
"HAIHONG"	Capt. J. W. Ewans	TUESDAY,	12th Aug., at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	FRIDAY,	15th Aug., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

3

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG AT NOON.

The S.S. "WEST CONOB" will sail from this port on or about August 16th, for the usual ports of call.

S.S. "COLOMBIA"	Aug. 13th, 1919.
S.S. "VENEZUELA"	Sept. 10th, 1919.
S.S. "ECUADOR"	Oct. 8th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Buildings (Chater Road.

46

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	26th August	28th Sept.	7th Oct.
KHIVA	23rd October	25th Nov.	4th Dec.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	7th Sept.	28th Sept.

FOR

CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR	2nd Sept.	25th Sept.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Shanghai & Kobe
ARRATOON APCAR	11th August	—do—
HOLA	20th August	

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Veux Road Central, HONGKONG.

1

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

KASHIMA MARU (calling Manila)	Friday, 22nd Aug., at 11 a.m.
FUSHIMI MARU	Friday, 19th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KITANO MARU (calling Malacca)	Saturday, 9th Aug., at 8 A.M.
INABA MARU	Friday, 22nd Aug., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Wednesday, 20th Aug., at 11 a.m.
TANGO MARU	Wednesday, 24th Sept, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

SHINGO MARU	Wednesday, 13th August.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday, 23rd Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KOSOKU MARU	Wednesday, 13th Aug.
ATSUTA MARU	Thursday, 21st Aug., at 11 a.m.
BOMBAY MARU	Thursday, 21st Aug.
SHIDZUOKA MARU	Thurday, 4th Sept., at 11 A.M.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc).

TAJIMA MARU (Marseilles & Liverpool)	Middle of August.
WAKASA MARU (London & Antwerp)	End of September.
TSUYAMA MARU (Marseilles & Liverpool)	End of September.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 222 & 223. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
† CHINYO MARU	23,000	Aug. 13th.
PERSIA MARU	9,000	Aug. 28th.
† KOREA MARU	20,000	Sept. 10th.
NIPPON MARU	11,000	Sept. 25th.
TENYO MARU	23,000	Oct. 2nd.
SIBERIA MARU	20,000	Oct. 10th. (from Yokohama)

† omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SANYO MARU	18,500	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,300	Jan., 9th, 1920.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,
Kiner's Buildings

TELEPHONES 2274 and 2275.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ...20,000	On or about 18th Aug.
	"PAUL LECAT" ...22,000	On or about 14th Sept
	"SPHINX" ...20,000	On or about 11th Oct.
MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"ANDRE LEBON" ...22,000	On or about 28th Aug.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
[Queen's Building.

TELEPHONE 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU"	Tuesday, 12th August.
"ALTAI MARU"	Friday, 29th August.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN VIA SINGAPORE.

"TACOMA MARU"	Wednesday, 10th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU"	Wednesday, 13th August
"BURMA MARU"	Monday, 1st September.

SAIGON BANGKOK, SINGAPORE,—Regular Monthly service.

"SHISEN MARU"	Monday, 1st September

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU"	Monday, 18th August.
"CANADA MARU"	Monday, 1st September.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama

KEELUNG, TAKAO VIA SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office

FOR TAKAO VIA SWATOW AND AMOY.

"SOSHU MARU"	Thursday, 14th Aug., at 9 a.m.

FOR KEELUNG VIA SWATOW AND AMOY.

"AMAKUSA MARU"	Friday, 15th Aug., at 10 A.M

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

68

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry).

"CHINA" (10,200 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Aug. 22nd, 1919,

"CHINA" Sept. 11th.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent.
Ice House Street. Tel. 1942.

Prince's Buildings

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Straits	*Arratoon Apear* ...	8th Aug.
Shanghai —	*Montcalm* ...	9th Aug
Shanghai	*Chenan* ...	9th Aug.
U.S.A., Canada and Japan	*Nanking* ...	13th Aug.

OUTWARD MAILS.

For	Per	Date
Straits, Bangkok, Ceylon, *Mauritius, South Africa, India via Dhanushkodi, Egypt and *EUROPE via SUEZ ...	*Awa Maru* ...	Friday, 8th, 10.00 A M
Fort Bayard	*Wu Sue* ...	Friday, 8th, 11.00 A M
Japan via Kobe	*Kumamoto* ...	Friday, 8th, 11.00 A M
Swatow, Amoy and Foochow	*Haitan* ...	Friday, 8th, Noon
Philippine Islands	*Loongsang* ...	Friday, 8th, 2.00 P M
*Japan via Yokohama	*Koyei Maru* ...	Friday, 8th, 5.00 P M
Japan via Moji	*Antilochus* ...	Friday, 8th, 5.00 P M
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Kitano Maru* ...	Friday, 8th 5.00 P M
Tourane	*Kwai Wan*	Friday, 8th, 5.00 P M
Swatow	*Cornelia* ...	Saturday, 9th, 1.00 P M
Swatow	*Chowping* ...	Saturday, 9th 5.00 P M
Shanghai, and North China ...	*Tean* ...	Saturday, 9th, 5.00 P M
Canada, United States, Central and South America & *EUROPE via SAN FRANCISCO	*Bintang* ...	Monday, 11th, Registration 9.15 A M, Letters 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt EUROPE via SUEZ The Parcel Mail will closed on Saturday, 9th Aug., at 5 p.m.	*Nelens* ...	Monday, 11th, Registration 9.45 A M, Letters ... 10.30 A M
Shanghai and North China	*Chenan* ...	Monday, 11th, 5.00 P M
*Swatow and *Bangkok	*Annshore* ...	Tuesday, 12th, 10.00 A M
Sandakan, Australia and New Zealand via Thursday Island	*St. Albans*	Tuesday, 12th, Registration ... 9.45 A M, Letters ... 10.30 A M
Swatow, Amoy and Foochow ..., Japan via Nagasaki, Canada, United States, Central and South America *EUROPE via SAN FRANCISCO ...	*Hai Hong* ... *Shinyo Maru*	Tuesday, 12th, 1.30 P M, Wednesday, 13th, Registration 9.45 A M, Letters ... 10.30 A M

BROSSARD MOPIN & CO.

CIVIL ENGINEERS, REINFORCED CONCRETE SPECIALISTS & GENERAL CONTRACTORS.

Agencies and Offices in

HONGKONG, SINGAPORE, SAIGON, TIENTSIN & PEKIN.

HONGKONG OFFICE: King's Buildings.

REINFORCED CONCRETE

IMPORTANT WORKS ALREADY EXECUTED.

Wharf for Standard Oil Co., Singapore, Pulo Bukon	1909	Chartered Bank of I.A. & C., Singapore	1914
Central Market, Saigon	1913	Coaling Wharf, at Hongay, with Crane Railway	1914
Banque de l'Indo Chine, Singapore ...	1913	Wharf for French Govt. Mail Steamers in 10 metres water	1914
Swing Bridge (165 feet Span) Cambodia	1913	Railway Ferry Boat of Reinforced Concrete at Johore	1917
Water tower on pillars, 30 ft. high, (25,000 gals.) Saigon Railway ...	1913		[23-3

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings as to Fares from the Far East to all parts of the World will be forwarded free on application

Telegraphic address "COUPON." THOS. COOK & SON

Telephone No. 534. Hongkong Hotel Buildings, corner of Pedder Street and Des Vœux Road, HONGKONG

Also SHANGHAI, PEKING, YOKOHAMA, MANILA

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 7th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.57	29.52	29.46
Temperature	88	83	80
Humidity	72	89	76
Wind Direction	West	NNE	West
" Force	2	1	3
Weather	c	c	c
Rain	—	—	—

Highest open-air Temperature on 6th...88

Lowest open-air Temperature on 7th...82

HONGKONG TIDE TABLE

From 8th to 14th August 1919.

Days of Week	Days of Month	High Water: H'kong Standard Time	Height	Low Water: H'kong Standard Time	Height
		h. m.	ft. in.	h. m.	ft. in
Fri.	8	m 6 22	6 5		
		9 4 a	4 0	2 7 a	1 6
Satu	9	a 7 7	6 7	m 0 40	3 6
		9 21 a	4 2	2 33 a	1 2
Su	10	a 7 49	7 2	m 1 28	3 3
		9 36 a	4 4	3 11 a	0 9
Mon.	11	a 8 30	7 5	m 2 11	3 0
		9 54 a	4 6	3 43 a	0 7
Tues	12	a 9 12	7 6	m 2 53	2 7
		10 10 a	4 5	4 16 a	0 7
Wed	13	9 55	7 5	m 2 34	2 4
		10 51 a	5 2	4 49 a	0 9
Thur	14	10 [illegible]	7 2	m 4 16	2 1
		11 35 a	5 5	5 23 a	1 2

PALACE HOTEL, KOWLOON,

Corner of Haiphong & Hankow Roads.

Tel. K. 3. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under, English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.

Special Arrangement for Families, on Application to:—

J. H. OXBERRY, Proprietor.

910]

DAIRY FARM NEWS

KIPPERS KIPPERS

just Received

A New Shipment direct from Scotland

65 cents per lb.

98

COMMERCIAL.

OPENING QUOTATIONS.

		August 7th.
On London.—		
	Telegraphic Transfer	3/8
	Bank Bills, on demand	3/8 1/16
	Bank Bills, at 30 days' sight	3/8 1/16
	Bank Bills, at 4 months' sight	3/8 1/16
	Credits, at 4 months' sight	3/9 1/16
	Documentary Bills, 4 months' sight	3/9 1/16
On Paris.—		
	Bank Bills, on demand	690 1/2
	Credits, at 4 months' sight	610
On New York.—		
	Bank Bills, on demand	80 3/8
	Credits, at 60 days' sight	82 3/8
On Bombay.—		
	Telegraphic Transfer	nom.
	Bank Bills, on demand	—
On Calcutta.—		
	Telegraphic Transfer	nom.
	Bank Bills, on demand	—
On Shanghai.—		
	Bank Bills, at sight	nom.
	Private, 30 days' sight	—
On Yokohama.—On demand		162
On Manila.—On demand—Pesos		166
On Singapore.—On demand		185 1/2
On Batavia.—On demand		208 1/4
On Haiphong.—On demand		nom.
On Saigon.—On demand		—
On Bangkok.—On demand		42
Sovereigns, Bank's Buying Rate		$ 5.40 n.
Gold Leaf, 100 fine, per tael		$36.40
Bar Silver, per oz.		51d.

Subsidiary Coins.

	Per cent.
Hongkong...20 cents piece	$0.00 Premium.
Hongkong...10 "	0.25 "
Canton 20 "	0.70 "
Canton 10 "	0.00 Discount.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.

Hongkong November 2nd 191 10

THE BANK OF TAIWAN, LIMITED,
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen	50,000,000
Capital (Paid-up)	"	27,500,000
Reserve Funds	"	6,580,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Giran, Kagi, Karenko, Keelung, Pinan, Shinchiku, Makung, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.

CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaja, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
CAPITAL AND COUNTIES BANK LONDON AND SOUTH-WESTERN BANK, PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKICHI YANAGITA,
HONGKONG BRANCH, Manager.
3, Des Vœux Road.
Hongkong April 1st, 1919. 152

THE BANK OF EAST ASIA LTD

HEAD OFFICE:—No. 2, Queen's Road Centl.

Paid-up Capital $2,000,000.00

Directors:
Mr. PONG WAI TING, Chairman.
Mr. Chow Shou Son, | Mr. Kan Ying Po,
Mr. Li Boon Chun, | Mr. Chan Kai Ming,
Mr. Mok Ching Kong, | Mr. Fung Ping Shan,
Mr. Wong Yun Tong, | Mr. P. K. Hwok,
Mr. Chan Ching Shek, | Mr. Ng Chang Luk.

Chief Manager:—KAN TONG PO.
Assist. Manager:—LI TSE FONG.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager.
[1050

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central, Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY, Manager.

Hongkong, July 7th, 1919. 901

The "Three Castles" Cigarettes

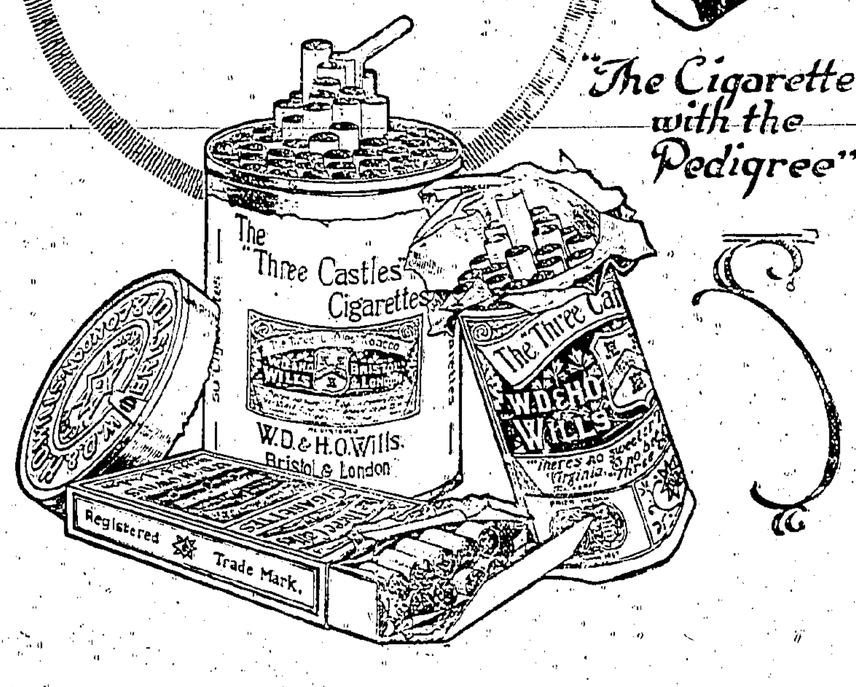


Made in — Regular.

Magnum and super—

Magnum sizes.

"The Cigarette with the Pedigree"



This advertisement is issued by British-American Tobacco Co., (China), Ltd

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

Subscribed Capital	F. 75,000,000
Paid Up ...	F. 37,500,000
(1/3 of the Capital, i.e., F. 25,000,000 subscribed by the Government of the Chinese Republic.)	
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.
BRANCHES:

Peking	
Shanghai	Saigon
Tientsin	Haiphong
Hongkong	Yunnanfu
Hanoi	Vladivostock
Canton	Foochow

BANKERS:
In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.
In LONDON: London County Westminster & Parr's Bank, Ltd.
London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.

Hongkong, April 1st, 1919. [65

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London

Authorised Capital		£1,500,000
Subscribed	"	1,500,000
Paid-up	"	750,000
Reserve Fund & Rest		785,700

Bankers:
THE BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bhara	Rangoon
Colombo	Howrah	Kuala Lampur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius).			

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES, Acting Manager.

No. 7, Queen's Road Central,
Hongkong, April 11th, 1919. [64

THE BANK OF CHINA

中國銀行

(SPECIALLY AUTHORISED IN CHINA BY PRESIDENTIAL MANDATE OF 22ND NOVEMBER, 1917.)

Authorised Capital	$60,000,000
Paid-up Capital	$12,279,800
Reserve Funds ...	3,197,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

(PEKING): Haiting, Tungchow. (NORTH): Miyun, Chohsien, Pahsien, Niulansan, Hsuanhua. (CHIHLI): Tientsin, Pactinfu, Lutai, Tsinhaisien, Sangtang, Shuntehfu, Tangshan, Taming, Cholushsien, Weinsien. (MANCHURIA): Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liaoyuanchow, Heho, Hsinmingfu, Tsonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kaipingsien (HUPEH): Hankow, Shasi, Ichang, (HUNAN): Changsha, (KIANGSU): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wusih, Hsuchowfu, Tungchow, (SOUTH): Tsinkiangpo. (SHANTUNG): Tsinan, Tsingtao, Chefoo, Tenghsien, Linteinhsien. (SHANSI): Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu. (HONAN): Kaifung, Chowkiakow, Hsuhsien, (KWANGTUNG): Hongkong, Canton, Swatow, Kiungchow. (FUKIEN): Foochow, Amoy, Hankong. Chuanchowfu, Changchowfu, Santuao. (CHEKIANG): Hanchow, Shaoshing, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen (KIANGSI): Nanchang, Kiukiang, Kanchowfu, Chintenchen, Chian. (ANWHEI): Wuhu, Ankiang, Pangfow, Luchowfu, Tatung, Tungki, Luan. (SZECHUEN): (KWEICHOW): Kweiyangfu, (SHANSI): Sianfu, Hangchungfu. (SUIYUAN): Kweihwating, Paotowchen (TSAHAR): Kalgan, Fengchen, (URGA): Urga, Hakiatao.

HONGKONG BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI, Manager.

Hongkong, May 15th, 1919. 371

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£1,200,000
Reserve Fund	£2,100,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT, Manager.

Hongkong, April 8th, 1919. [64

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	
£1,500,000, at 2/— =	$15,000,000
Silver	$21,000,000
	$36,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
J. A. PLUMMER, Esq.—Chairman.
Hon. Mr. E. V. D. PARR—Deputy Chairman.
J. W. C. Bonnar, Esq. | P. H. Holyoak, Esq.
A. H. Compton, Esq. | Hon. Mr. J. Johnstone.
Hon. Mr. S. H. Dodwell. | W. L. Pattenden, Esq.
C. S. Gubbay, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Manager:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum
" 6 " 3½ " " "
" 12 " 4 " " "

N. J. STABB, Chief Manager

Hongkong, July 11th, 1919. 9

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 48,000,000
Reserves	" 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England Ltd; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. SIRE, Acting Manager.

Hongkong, October 21st, 1918 96

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